



Cambridge
TRAFFIC
Chronicle

1888-1988

by
Mike Petty

c.49.62 – Cambridge Traffic Planning – includes roads, bypasses, ring roads, road bridges, cycleways, dual-carriageways; parking, traffic lights, roundabouts etc. (See also c. 26.48 – cars)

[Warning: If you think you understand the story of how Cambridge has coped with traffic then do not read this – it will confuse you. If you can correct it then please, please do so!]

1888 09 14

Much debate about proposal to build new bridge (Victoria Bridge) to link Cambridge & Chesterton (which would open the way for the amalgamation of Chesterton Urban District into Cambridge) [1.16]

1888 10 05

Tenison Road: council want to borrow £4,000 to build [3.24]

1888 11 02

Poll approves Victoria Bridge proposal by 2,784 to 1,754; apply for Act of Parliament to authorise construction of this and a second bridge further downstream [1.18]

1889 08 02

Tenison Road: opened, all but completed [2.20, 3.26]

1889 08 03

Sir – The Mill Road footbridge over the railway line was opened to the public on Monday August 3rd 1889. I was the last one to take the keys of the gates to the station – William Nelson. Sir - The iron footbridge over the railway on Mill Road had wooden steps and gave access to the open fields beyond it. In fact, so countrified was the area that when the Royal Standard was built it was known as 'Apthorpe's Folly' from William Apthorpe the brewer who built it. Original footbridge relocated to Coldham's Common where it spans the Newmarket Line – H.D.C. 35 01 26[1.8] [2.21]

1888 09 14

Much debate about proposal to build new bridge (Victoria Bridge) to link Cambridge & Chesterton (which would open the way for the amalgamation of Chesterton Urban District into Cambridge) [1.16]

1889 09 20

Victoria Bridge: operations have just been commenced in connection with the construction of the first of the bridges authorised by the Cam Bridges Act. Engineers: Messrs J.J. Webster (Liverpool) and F. Waters (Cambridge), Contractor: John Mackay of Hereford. The bridge to be erected opposite to Bridge Road and will be approached from the Cambridge side by a road across Midsummer Common. The contractor has agreed to complete the undertaking in ten months. A number of townsmen have been engaged and local materials such as pipes are being used. 1889 09 20 Ch

1889 11 08

Victoria Bridge: Laying the foundation stone. The bridge will have a superstructure of iron and steel, principally six elliptical main ribs spanning the river. The main rib will be 100 feet, clear span with a clear rise above the water of 14ft 6inches. The will consider of wrought iron plate and angle iron and will be so designed that with two traction engines in the centre of the bridge, and the whole span covered with passengers the metal will not in any part of the structure be submitted to a greater test than five tons per square inch in compression. The extreme length of the bridge is to be 40 feet with two footways of seven feet wide each and a roadway of 26 feet – ample room for the two widest vehicles to pass with ease. The new connecting road across the common is to be 40 feet wide with footways seven feet wide and granite tarmacadam. The cost will be under £10,000. The foundation stone was laid by the Mayor (F. Wace) and J. Bester, Chairman of the Chesterton Local Board 1889 11 08

1890 12 11

Victoria Bridge opens, December, but the bottle of champagne refuses to break [1.2]

1893

Petition for another bridge across river at Abbey road [NI.3.20]

1897 03 20

Mr Edwin Bays, architect, forwards particulars of a scheme for erecting a viaduct, with Bathing Sheds under, leading from the Trumpington Road, Cambridge, to Newnham. The proposed viaduct road would start from the Leys School grounds, Coe Fen, Newnham and terminating at Grantchester and Barton-roads. It will be necessary to construct two river and three road arches and it is intended to utilise one as a Swimming Bath for women, and the other two as dressing rooms

1897 08 09

Sir - Now that the Jubilee accounts have been reckoned up it seems fitting we should start afresh the matter of the new bridge. The question of a new bridge to connect Chesterton with Cambridge at the Abbey Estate is of supreme importance. The ferryman knows no rest. All the people at Old Chesterton have to be crossed over long before the omnibuses are astir. The wheels of progress anywhere in the vicinity have moved round in the past with about the same velocity as a farmer's cart! Is this to drag on for ever? The advantage of another bridge over the now-sweetened Cam would be a great gain to both Chesterton and Cambridge in equal proportion - letter signed "Chestertonian 1897 08 09

1897 08 21

Guildhall Street: proposed new thoroughfare [2.19]

1898 04 02

Sir - the new bridge at Abbey Road Cambridge has become a supreme necessity. Everyone admits it now. Boats and plants have had their day, and should be done away with. Omnibuses of first class

order are unable to carry people to most convenient places, and at low prices, for the want of another bridge to bring them into Cambridge. What enormous advantages to both Chesterton and Cambridge another bridge at this spot holds out. The great increase in traffic calls loudly for another bridge. The people near the Abbey again insisted upon another bridge but the Cambridge Rip Van Winkles sleep on, oblivious of anything. Procrastination is the great curse of Cambridge, and Chesterton should take warning by keeping abreast with the requirements of this important suburb – Chestertonian 1898 04 02

1898 06 14

The Cambridge surveyor gave particulars of what the council propose to do to the roads. From Station Road to St Andrew's street it was proposed to lay Australian "Jarrah" hardwood blocks in the whole of the carriageway. These blocks would also be laid between the tramlines. In Corn Exchange Street the paving was now granite, very rough, large setts being used. They had been put down probably 30 or 40 years. It was now proposed to substitute the wood blocks 1898 06 14

1900

1900 04 19

Cambridge town council were told a conference had been held between two members of the committee and the Master and Bursar of Emmanuel College with reference to the construction of a new street from Drummer Street to St Andrew's Street, and the closing and giving up of Emmanuel Street to the college 00 04 19

1901 02 22

Castle Street: to purchase property to widen [49.62 1.7]

1901 04 18

Cambridge Council reported that in 1900 a meeting had been held with Emmanuel College as to the terms of exchange of the site of Emmanuel Street for a piece of ground to form a new street from St Andrews Street to Drummer Street. The existing street was the chief means of access to the centre of the town and carried a very considerable proportion of traffic with 1,030 cyclists on Saturday. The new road would be nearly 100 feet shorter and wider- "gain a fine new road instead of an inconvenient one. Mr Campkin suggested the advantage would rest largely with the college 01 04 18 [1.6]

1903 12 23

Cambridge architect Edwin Bays has produced a plan for a new 60 feet-wide road from Downing Street to Guildhall Street, parallel to Corn Exchange Street. This would create valuable frontages for business premises on either side and lead to a site for a new Cambridgeshire County Hall. There would be a fountain to take off the nakedness of the wide entrance at St Andrew's Hill, replacing the old Corn Exchange. It would relieve the congested traffic in the narrow Petty Cury and provide a direct access to the chief colleges. 03 12 23

1904 04 22

Cambridge Paving Committee received a memorial from a number of residents in the Hobson Street area calling attention to the present state of the carriage-way. They directed the Surveyor to report the cost of paving the street with wood blocks, together with the portion of St Andrew's Street from the tramway terminus. But Hobson Street was used by very few people; traffic was not half what it used to be and as the trams were likely to be electrified it would be better to wait. However a great amount of traffic came from Newmarket Road to the centre of town down King Street; very often there was a great block of traffic in Sussex Street because it was dangerous to go down Hobson Street where the pebbles were very uneven. Traffic went on dropping, and business went on dropping, simply because the street was so badly paved. c04 04 22

1904 10 17

Moves to annul clause re new road bridge, poll opposes bridge & traffic it would cause; committee report favours Walnut Tree Avenue as best site at cost £20,000 [2.7]

1905 02 04

Downing Street: building to start on corner of St Andrews Street: site cleared months ago, have needed police to regulate traffic since view obstructed by hoardings [4.15, 4.16]

1905 10 26

Cambridge councillors discussed an alternative route from Madingley Road to the Cattle Market by constructing a road from Barton Road over the river by Newnham Mill Pit and along Coe Fen Lane to Trumpington Road. Two bridges would have to be erected and the Leys School would give up a strip of land. But there was no argument in favour of making a winding lane into a straight road unless it was for traffic. It was a bad system to introduce a big scheme piecemeal and commit the council first by one step and then another. 05 10 26b

1906 05 17

An agreement had been made between the Borough Council and Emmanuel College for the closure of Emmanuel Street and the creation of a new road further north. As a result the college had taken no steps to erect new buildings on the site of two dilapidated houses that had been pulled down and had lost ground rent for several years. Now the council had changed its mind. They should make compensation by providing, free of cost, a subway to link college property on either side of Emmanuel Street 06 05 17b & c

1906 06 14

The junction of Castle Street and Northampton Street, Cambridge, was continually congested and the corner ought to be improved. The council wanted to demolish a cottage and widen the road, but the owner wanted £260 for a property that a few years ago was worth £120: that was too great an increase 06 06 14a-c

1906 09 08

Many residents have been plagued by the clouds of dust raised by motor cars and other traffic. Dust-destroying measures have usually involved evil-smelling solutions but now Cambridge is to experiment by pouring boiling tar over the surface of Hills Road and sprinkling it with granite chips. The section chosen where the wood paving ends near Brooklands Avenue, but it carries heavy traffic and is constantly watered so the new surface may peel off. Bene't Street cobbles to be replaced with wooden paving 06 09 08c [8.11, 4.17]

1907

Propose widening Fair Street, Park Terrace, Guildhall Street etc [1.8]

1908 08 29

Northampton Street: road improvement reveals walls of White Horse, widen corner but Chesterton Lane corner still need attention; is gathering place of workshy [1.9, IC.8.6, 6.1]

1908 09 11

Petty Cury has been closed to vehicular traffic during the operation of replacing the Val de Travers cement that was removed to admit the underground telephone wires. This work by Italian workmen has been watched with much interest. The material in the form of steaming hot powder is placed on its concrete bed and rammed and levelled with hot irons. The rapidity with which the stuff hardens and becomes fit for use is quite remarkable. CWN 08 09 11 p5

1909 09 03

The advent of the motor has thrown upon the highway authority the burden of maintaining roads at a much higher pitch of efficiency with the result that county rates have increased by leaps and bounds. It is manifestly unfair that the average ratepayer should pay through the nose for the benefit of the

wealthy motor car owner or that the motorist should defray the entire cost of improvements which benefit the whole community. Something must be done. Cycling for pleasure has become quite impossible for people of nervous temperament and even the pedestrian is attended by danger. Now the Government proposes new roads for the exclusive use of motorists to scorch along and the imposition of a ten mile an hour speed limit on the others. CWN 09 09 03

1909 09 03

The unanimous opposition to the scheme to drive a road across Parker's Piece should have disposed of it for ever. Should some rash member of the Council wish to make his name by re-introducing it he should first study the indenture made on March 23rd 1612 between the Master and Fellows of Trinity College and the Mayor and Burgesses of Cambridge by which the Piece became the property of the people. One clause stipulates that either body 'consenting to any act to impeach this agreement' should forfeit £300 to the other. It seems to me that the recent proposals would come under this head CWN 09 09 03

1910

1910 05 27

A Trinity College undergraduate was summoned for riding a motor cycle on the footway in Garret Hostel Lane. P.S. Merry said there were about 100 people on the bridge watching the boats when defendant rode down the lane and, without sounding his horn, went through the posts on to the bridge at a speed of five miles an hour. It was a public footpath and even if police had not prosecuted cyclists before, there was no reason why they should not if necessary. The lad said police had seen him do it before and he'd since asked at the Police Station and been told it was all right. The case was dismissed. 10 05 27b

1910 08 12

A new road between Rock Estate and Romsey Town would greatly improve communication between these largely populated and widely-separated districts, Mr W.P. Fison suggests. Rustat Road, which is a private road belonging to Jesus College could be continued until it cuts into Marmora Road. It would have to cross some allotments and a farm with a bridge over the railway line. There should also be a new road from East Road through Beche Road over a bridge into Old Chesterton. Both would provide work for the numbers of unemployed men in Cambridge 10 08 12e

1910 12 17

Council make new road to connect Clarendon St & New Square [2.15]

1911

Market Hill: roads around Market Square widened, Sidney Street: property purchased for street improvement [5.13]

1911 01 02

Motorists petition about notoriously bad egress from Silver Street into Trumpington Street [1.16]

1911 07 22

Emmanuel Street: Southgate Lodge & house adjoining being demolished for new wing of Emmanuel College - are only modern houses in street, built 40 years ago by R.R.Rowe as architects office. Borough had intended to swap this Street for new land on which could have built another road, CDN campaigned against & proposal dropped; however to install underpass [6.2]

1911 11 03

Cambridge Town Council wanted Victoria Bridge and its approaches to be declared a main road and maintained by the County Council. But they did not agree: the Bridge had been built under an Act of Parliament at the expense of Chesterton UDC and Cambridge Town Council. After the bridge was

built Victoria Avenue had been declared and made a main road. But there was already a main road from Chesterton to Cambridge via Magdalene Street and over the Great Bridge 11 11 03i & j

1912 04 13

Borough ordered to build new road bridge as part of provisions of Local Government Board Extension Order [2.3]

1912 08 09

A new scheme for relieving the traffic in Silver Street recommends a new road and bridge passing on the east side of the old mill and along the wall of Peterhouse to Coe Fen Lane at a total cost of £14,246 (£1.3m today). The Corporation had purchased Mr Foster's mill. It was at present broken down and would never be used as a mill again. But there was a strong feeling against a road across Coe Fen and Sheep's Green; it ought to be more in line with Mill Lane. An alternative would take a road from Barton Road corner to Belvoir Terrace but this would destroy the bathing place. However some councillors said the congestion had been greatly exaggerated and there was no urgent need at present. 12 08 09c & d, 12 08 16dd & ee [2.16. 2.17]

1912 08 17

Council apply to Home Secretary for regulations about driving on the left & stopping people cutting corners; use of mirrors to assist visibility at certain corners considered but were fears these would be 'ragged' [9.5]

1912 09 27

Councillors debated the proposed scheme for relieving traffic in Silver Street. A bridge from Silver Street to Mill Lane with one road across Coe Fen and another taking traffic from Newnham Croft to the Station would be a very large expenditure and ruin Sheep's Green, one of the most delightful bits of country in the town. The problem could be adequately met by widening Laundress Lane from Silver Street to Mill Lane and diverting the traffic in that direction. 12 09 27b & c

1912 12 21

Direction posts to be erected [9.6]

1913 01 18

Suggestion to make Petty Cury & Market St one-way [9.9]

1913 02 08

15 mph speed limit in any inhabited part of borough [9.10]

1913 03 15

Work starts on new road from St Andrews Street to Maids Causeway, via Clarendon St, will save at least five minutes [9.11]

1913 05 16

Motor Cars Act, 1903. Cambridge Borough Council have made application for a regulation to be made under the act to prohibit the driving of motor bicycles in Senate House Passage, Garret Hostel Lane & Burrell's Walk 13 05 16 p6 CIP

1913 11 01

Cycleways suggested [9.13]

1914 04 04

Bene't Street paved end to end in wooden blocks in 7½ hours [6.4]

1914 04 10

Chesterton need for new traffic bridge, footbridge Ferry Path or Pretoria Road – 14 04 10c, e

1914 06 13

Abbey residents oppose new road bridge, "the class of traffic that makes East Road one of the most unpleasant thoroughfares in the town would pass through Abbey estate [10.1]

1914 07 10

Borough Council Sued. At the Surveyors' Institution, St. George's Street, London, S.W. on Friday, the arbitration was opened in the matter of "The Masters, Fellows and Scholars of Sidney Sussex College, Cambridge, and the Mayor, Aldermen and Burgesses of the Borough of Cambridge." Cambridge Corporation had taken a strip of land from Sidney Sussex College for the widening of Sidney Street and Jesus Lane. They built a 12-high wall in place of the existing one, part of the old Franciscan Priory. The college claimed £1,763 compensation for the rebuilding of their old fives court. But it had been very seldom used and was very dilapidated. The Corporation claimed the land taken was worth much less as there was never any prospect of its sale for building purposes. The award was reserved.14 07 10

1914 08 14

Jesus Lane widening, Sidney Sussex awarded £1,471 - 14 08 14 p4

1914 10 23

Under the 1912 boundary extension proposals Cambridge had to erect a bridge over the Cam to Chesterton within five years. Walnut Tree Avenue was the best site but whether this was the best time was a matter of debate. An Inspector from London had told them what they had to do and it was now the Law of the Land. Chesterton people had voted against it - in fact nobody wanted it. The only way to overturn the order was by going through all the expense of obtaining another Act of Parliament.

14 10 23

1915 03 20

Tram lines removed from junction East Road/Mill Road, granite setts replaced with Macadam surface [49.62.1.9]

1916 11 04

Traffic island at junction of Victoria Ave & Chesterton road - for 12 months wooden structure with posts dumped each morning, removed evening to amusement of residents TT 4.11.1916 [10.9]

1918 05 29

Tram line removal necessary as were becoming dangerous except in King's Parade and past the side of Gt St Mary's - 18 05 29a

1920

1920 04 21

New Road. A proposed road in Cambridge, which new will relieve the pressure of traffic in Silver Street, was described at a meeting of the Cambs. County Council on Saturday. The Town Council had written to the County authorities stating that they proposed to promote a Bill in the ensuing session of Parliament, and that they would be prepared to insert a clause providing for the construction by the County Council for a by-pass road from the Barton Road to Hills Road, with the necessary bridges. The Roads Committee of the County Council considers that such a road would be a desirable improvement, and the County Surveyor, the County Architect, and the Borough Surveyor are to confer with a view to preparing a plan showing the suggested links for the proposed new road, together with an estimate of the cost. Alderman J. Q. Vinter said that the time had come when there should be proper communications between these districts. Councillor W. L. Rayners observing that the scheme might not be clear. It consisted of a road starting at the corner of the Barton Road, next to the Caius Ground, going down over a sort of drift way towards the bathing sheds at the bottom of the Lammas Ground, which the Borough bought a little while ago, then across some private land

reaching the river. There was a bridge, and over that bridge the road would join on the Pemberton Estate and link up with Chaucer Road, then reaching the main London road. It would then turn back a little way to the bridge over the Brook, joining up with Brooklands Avenue. It would make a main by-pass road which would avoid the necessity of using Silver Street, a main road with a bridge which was often dangerous for the traffic. The County Council agreed that the Town Council should be asked to insert a clause to the proposed bill 20 04 21 CIPof

1920 10 22

Is insufficient garage accommodation in Cambridge, particularly on market days when cars are seen standing unattended in many of the thoroughfares. Some owners draw up at the garages and when informed there is no room for them leave the vehicles outside and proceed to do their business. - CDN 20 10 22

1920 12 22

Two new roads to make work unemployed – from Cherryhinton Road to Mill Road (near huts to Brookfields) and from The Grove, Newnham to Trumpington Road via Coe Fen Lane – 22 12 22b

1922 07 25

The principal new roads proposed as part of the Cambridge town planning scheme include a main road starting from Red Cross, on Hills Road, going approximately north to Newmarket Road at the corner of Fen Ditton-lane, divided into sections. Number 3 runs in a straight line as far as the old Newmarket railway line and then slightly curves into Mill-Road. There are two branches which both lead towards the station. It will be necessary to form a subway under the railway or bridge the line, unless this line, which at present is only used for storage of railway carriages, is done away with altogether 22 07 25

1922 09 13

The Ministry of Health Inquiry into the proposals for the development of the east side of Cambridge was conducted at the Guildhall. There was practically no opposition. It will be remembered that the scheme provides for the laying out of 21 new roads or streets, including a main road from Hills Road to Newmarket-road. The area includes 502 acres in the rural district of Chesterton 22 09 13

1923 06 09

Figures for number of cars, motorbikes & bikes in Trinity Street [8.14]

1923 09 28

Cambridge town council agreed a scheme to construct a road across Coe Fen from the Coach and Horse public house, Newnham, to Coe Fen Lane. The Ministry of Transport have agreed to pay half the cost, and the road will be commenced almost at once so as to provide work for the unemployed during the coming winter. The scheme had been before the Council for nearly 20 years. Nine or 10 schemes had been presented and each member of the council appeared to think his particular scheme was the best. The great advantage of the present scheme was that the whole length of the road would be on the council's own land. 23 09 28 [3.2]

1924 02 01

Fen Causeway Public enquiry held Feb 1924

1924 04 25

A consistory court heard a petition by the vicar of St Andrew the Great, Cambridge, for permission to sell to the corporation a strip of land in the church grounds required for street widening purposes. They all knew that the streets were hopelessly inadequate to deal with the volume of traffic which passed through. The only possible alternative would be to pull down the front of Christ College. If that strip of churchyard were taken and added to the street there might be less risk of accident, and the church would not press the claims of the dead at the expense of the claims of the living 24 04 25

1924 12 02

The question of a parking place for buses and private motor cars was discussed at some length by Cambridge town council. The Watch Committee suggested that Drummer Street should be used as a parking place for motor cars and buses. The Surveyor submitted a plan which included taking in a portion of Christ's Pieces. It was resolved that the scheme should not be entertained and a proposal be considered for constructing a parking place on Butts Green

1924 12 06

The Town Clerk reported the receipt of a petition against the erection of a bridge over the river at Walnut Tree Avenue, Cambridge. It stated that the present extensive outlook of considerable beauty across the Commons was much appreciated by the residents and this would be practically eliminated by the approach to the proposed bridge. The value of property would be considerably depreciated 24 12 06

1924 12 19

Speaking to the Cambridge Motor Club the Mayor said that today it was quite easy and within the means of most people to get a motor car. In 20 years they would have thousands more cars on the road and what conditions were we likely to have with regard to traffic and the storage of cars? Police had made it easy for those who wished to park but in a few years' time every place would be filled and they would require something like Parker's Piece to provide parking accommodation for Cambridge 24 12 19

1925 01 19

Petty Cury and Market Street, Cambridge, today commenced their career as one-way streets with the object of relieving congestion in these streets whose narrowness has ever been the subject of discussion. Petty Cury will only be used for vehicular traffic towards Market Hill. At present these regulations do not apply to bicycles. A policeman agreed that someone was bound to make a mistake – "It wouldn't be Cambridge if they didn't", he said 25 01 19

1925 02 10

Cambridge University Senate agreed that no member of the University shall be allowed to keep or use a motor car unless he obtained a licence through his college. If any tradesman or keeper of motor garage shall let out any motor car or motor cycle for hire to any person in statu pupillari he shall be liable to be discommuned. Anyone who houses upon his premises a motor vehicle on behalf of a member of the University must furnish a written description to the Junior Proctor c25 02 10

1925 06 20

The "one-way" traffic system in Petty Cury, Cambridge, has now been in force for so long that most people have come to regard it as a settled thing, but the regulation has to be formally approved by the Minister of Transport. The only criticism is that ordinary bicycles should be included in the term "vehicular traffic" but the Chief Constable takes the view that to prevent these riding both ways as at present would cause more trouble than the change would be worth 25 06 20

1925 07 06

The Ministry of Transport inquiry into the one-way vehicular traffic scheme in Petty Cury & Market Street, Cambridge, was held in the Guildhall. There was a very small attendance. Cambridge suffered, in common with other old towns, from the traffic problem. There had always been a great deal of traffic in these streets and the congestion was very serious. Both streets were used by motor buses. There were no objections but a great body of people wanted the regulation to cover bicycles as well as other vehicles 25 07 06 c

1925 08 09

The Corporation seems to have stirred up a good deal of indignation by their proposals with regard to the Drummer Street "motor park". In a town like Cambridge it certainly seems unwise to do anything that may detract from its attractiveness. A suggestion has been put that the 'park' should be

established on Butt's Green and not at Drummer Street at all. A petition has been presented to the Mayor asking her to call at Town's meeting and it is hoped that the request will be acceded to c25 08 09

1925 08 12

The protest meeting against the taking of part of Christ's Pieces for parking motor vehicles attracted a crowd of over 2,000 people to Drummer Street & was marked by a remarkable climax. After a resolution of protest had been passed the crowd voted a desire to take it to the Mayor that night. Speeches had been delivered from a four-wheeled waggon and the shafts were quickly manned and the waggon containing councillors who had spoken was dragged at a good pace to the Mayor's house in Newton Road. Something like a 1,000 people followed in its wake.

1925 08 23

As the result of an open-air meeting on Parker's Piece efforts are being made to form a Ratepayers' Association whose first business will be to contest the legality of the Cambridge Town Council's action in encroaching on Christ's Pieces for the purpose of providing a parking place for motor vehicles. This was absolutely illegal. Within twelve months the continual movement of vehicles on what was virtually a made-up bog the road would drop six inches. The Ortona Bus Company will be the first people to say they have been pushed into a rotten corner that is of no use to them c25 08 23

1925 10 22

There was another 'battle of the bridges' at Cambridge Town Council when the question of the erection of bridges across the Cam was brought forward. With the opening up of Mill Road there were people who only got ten minutes home to dinner owing to delay at the ferry. The Paving committee recommended that the footbridge at Pretoria Road be proceeded with and that a temporary footbridge be erected at Dant's Ferry pending construction of a vehicular bridge. It was dangerous to go over Victoria Bridge and they must have a new vehicular bridge if only to modify that danger 25 10 22

1925 11 28

Drummer Street proposals go ahead, opens in November & various country buses stop there rather than on Senate House Hill; later Ortona also use it, causing overcrowding & disputes [1.14]

1925 12 12

Council considers 10 mph limit [1.22]

1926 07 24

County Council squabble over whether they should pay for Drummer Street [1.15]

1926 12 02

The official testing took place of the bridges along the new road through Coe Fen, The Fen Causeway. They are Snobbs' Bridge, Flood Water Bridge and the River Bridge. The last is the most important and five steam rollers and one steam tractor, together weighing 63 tons were driven across it, passing each other, thus making 63 tons rolling weight, equivalent to about 100 tons dead weight. The Cambridge Borough Surveyor and councillors boarded a punt and viewed the deflectometer under the bridge, which gave a satisfactory reading. The foundations consist of 100 piles of 40 feet length, weighing about four tons each

1926 12 09

Fen Causeway, the new and important link between Newnham and the rest of Cambridge, was opened by the Mayor. The bridge and its approaches were gaily decorated with bunting and presented a colourful scene. The project of relieving Silver Street traffic had started as long ago as 1904 and discussion had gone on for nearly 20 years before the Town Council approved the plan in 1923. Nine proposals had been put forward and had it not been for the urgency of the unemployment question the same position would have existed today, only instead of nine there might have been nineteen different schemes (Laughter). Public enquiry held Feb 1924, work started May 1924. Had been considerable

opposition - 'ugly & spoil amenities of Coe Fen & Sheep Green but this some monstrosity they had conjured up" 26 12 09

1926 12 24

Motorist told it 'irresponsible' to leave car parked for 25 minutes [1.24]

1927 03 02

Proposal to use New Square as parking place, CDN refuses to lead protest: "most people smile when they think of tremendous agitation worked up against Drummer Street ... nobody one penny the worse ... only fault is that Drummer Street not big enough hence need for New Square" [1.25]

1927 03 03

The chief engineering feature of regional planning will be a new ring road all around Cambridge about two miles from the centre of the town. One length would be a road running north and south joining the Hills Road with the Newmarket Road, a length of about three miles. Certain roads and bridges were contemplated to obtain an inner ring road around the central portion of the town. Mr C.H. Tebbitt said that what had been done haphazard in the villages was the joy of the countryside and he wondered what would have happened to these beauty spots if they had been regional planned. 27 03 03

1927 06 04

The Mercury Press has produced a verse by Quentin Nelson, in which an undergraduate learns that a road is to be built across Coe Fen, and gives vent to his feelings: "Every frog and every toad, Will croak damnation to your soul!" Well in the first place we don't speak of Coe Fen Road now – it is Fen Causeway – and secondly most of us believe the Fen is being appreciated more nowadays than ever it has been in the past. Still Mr Nelson's poetic outburst is none the less interesting because we do not happen to agree with him

1927 07 02

Sir – the work has been started to widen Victoria Avenue, Cambridge, from the Four Lamps to Victoria Bridge. The roadway when finished will be wide enough for vehicle traffic to proceed four abreast. The Bridge will not be so wide as the road and heavy traffic may mean serious congestion. Some suggest the road over the bridge may be made wider by making the footpaths overlap the river. If this were done the narrow road on the north side would be an obstacle and as this roadway cannot be made right through to Chesterton Road this scheme should never go forward – E. Clayden c27 07 05 [3.21, 49.62 1.7]

1927 07 23

Council debate Huntingdon Road / Histon road junction [7.6]

1927 09 17

Street improvement operations are taking place at the corner of New Square and Fair Street, Cambridge. The corner house occupied by Mr Woodley Betts, the dentist, tends to obstruct the view of traffic and work has started on demolishing it. It is proposed to round the corner by pulling down the present house and building another with a rounding feature. In this way a good deal of ground will be thrown into the public roadway and the line of vision greatly improved.

1928 01 27

Cambridge council discussed recommendations to build a bridge over the river at or near Abbey Road. An inner ring road would circle the town on the outskirts which was necessary in view of the ever-increasing traffic and congestion in the centre of Cambridge. They suggested that a direct by-pass road be constructed by linking Chesterton Road with Milton Road

1929 02 19

Cambridge councillors debated the proposed exchange of Butts Green for New Square in order that it might be converted into a parking place. If I lived in New Square I should not be at all pleased at the idea of that nice little patch of green giving way to a parking place, but if I had a business establishment in Fitzroy Street I should say “Yes, let the cars park there by all means”. There is a danger of New Square being built upon in the near future and residents may consider a car park the least of two evils. Others are concerned about using the amenities of Butts Green, though one questioned whether it was used for anything but beating carpets.

1929 03 15

Fen Causeway bypass, p6

1929 03 22

Cambridge council is to introduce automatic traffic signals at the crossroads at Northampton Street and Chesterton Lane for a three-month trial. The present cost of a policeman on point duty was about £400 a year and the signals, with purchase, would be about £200 with about £25 a year maintenance and repairs. But Coun Stubbs described it as “robot policemen”; a friend in Liverpool had had to wait ten minutes with a clear road before he could get a move on. He did not see how traffic could be controlled as well as by human means: “I can see myself telling it to mind its own business” (Laughter). It was at the wrong place, being at the bottom of a steep hill; it would be better at the East Road – Mill Road crossing. 29 03 22

1929 06 21

Ring road, p3

1929 09 04

“The Robot Robert co-ordiplex traffic control system”: first traffic lights installed at junction Northampton Street and Chesterton Lane junction; intended to reduce police time – CDN 4.9.1929

1929 09 26

Ring Road round Cambridge & Battle of Butt Green – parking CDN 26.9.1929

1929 10 03

Cambridge Labour Party was told that if they wanted Butts Green as a parking place they must be prepared to face the question: ‘Are you in favour of free parking?’ They could not charge for cars on common land. Councillor Stubbs said there was no more objection to free parking than to free recreation. He personally objected to paying rates and then being charged for parking his ‘Rolls’. Would residents in New Square like to have the noise and smell of the motors?

1929 10 14

Cambridge councillors will discuss swapping a portion of Butt Green running alongside Victoria Avenue from Jesus Lane towards the river. It would be surrendered to Jesus College and would be fenced, although a footpath would be made. In exchange they would get New Square which would then be converted into a motor car park, together with two acres of land off Auckland Road which would be thrown into Midsummer Common and a small piece of land in front of the new Brunswick School buildings.

1930

1930s

A Ring Road was proposed for Cambridge before the war. It was to run from Trumpington Road and Brooks Road to Coldham’s Lane, then on across Milton Road, Huntingdon Road and so to Hills Road. Thousands of pounds were spent to make a dual carriageway from Coldham’s Lane to Ditton Walk with a ramp six feet high to start the viaduct across the river. This section was completed and only required the final tarmac surface. Now half of the dual carriageways have been dug up and the ramp bulldozed & excavated several feet down & hundreds of tons of rubble carted in for new foundations to make what is left of the Ring Road curve into Ditton Walk. It appears that houses are

to be built on what was actually the destroyed part of the road. The completed Ring Rd would have catered for through traffic. It cost many thousands of pounds to make and over £34,500 to destroy 59 09 01 [5]

1930 01

Opposition to Regional Planning Scheme proposals for a Ring Road [6.14]

1930 02 25

Sir – we Cambridge market traders notice that Councillor Longley wants to move our stalls into the Corn Exchange but we challenge him to produce a transferred market that has been a success. He wants to replace the stalls with car parking spaces. Cannot he see the utter foolishness of congesting the very centre of a town with cars. Those on Market Hill consist of business townsmen, clerics and travellers who sit in their expensive car, eat bread and cheese, beg an onion to go with it but do little business. The Market Hill and Peas Hill are open-air markets. An arcade was tried years ago. The building stands today, a sorry sight, in St Andrew's Hill. The stallholders all failed – W.J. Sambridge. 30 02 25

1930 04 07

The new electric traffic signals are generally working well but it seems that the average motorist accelerates when the green light is showing in order to get through before it changes. This is particularly evident at the Northampton Street – Castle Hill crossing in Cambridge as a driver going towards Huntingdon seeing a stiff climb directly ahead naturally tries to get through and up the hill. But a driver coming down often finds his car has a tendency to accelerate of its own and tries to get into Chesterton Lane a little too fast, swinging out into the standard erected in the centre of the road. 30 04 07

1930 04 17

For years men have beaten carpets on Butt Green and children have used New Square as a camping-out ground. But these ancient customs are soon to pass away with the transfer of the Green to Jesus College, and the construction of a parking place in the Square. 30 04 17

1930 05 09

The Chief Constable said he was unable to effectively enforce the new 30 mph speed limit in Cambridge. He needs two more constables to carry out motor patrol work, bringing the total up to four, and a Ford V8 30 hp motor car should be purchased for £210 to replace the solo motor cycle. The combination machine should be retained. 30 05 09 [1.5]

1930 05 19

Cambridge has found dealing with motor traffic increasingly difficult in recent years, Counsel told an inquiry. He emphasised the inconvenience to motorists when no central parking places were available but now the council had made an agreement with Jesus College for the use of New Square as a car park in exchange for Butt Green and a piece of Midsummer Common. It would mean the surrender of 2½ acres of Common Land, but it would remain undeveloped & would allow the college to make a new entrance. The scheme was approved. 30 05 19 & b

1930 06 07

The University told Cambridge planners that if they would change the route of the proposed ring road to avoid crossing the University Farm on the Huntingdon Road then they would agree that the land would never be used for any business, commercial development or housing scheme but remain a private open space. After careful consideration the planners were unable to agree 30 06 07 f&g'

1930 06 12

The University is opposed to the proposed ring road round Cambridge crossing the University Farm on Huntingdon Road. It was of national importance, a road cutting up the farm would do a great amount of damage to the experiments which had been in progress for many years. But everybody

could use the same argument and say 'You are not going to come across my cabbage patch'. Somebody had to give way and the University should be big enough to do so. Anyway the road would not be wanted for 50 years. 30 06 12a-d

1930 07 12

General regulations affecting the use of motor vehicles first-year men are already in force but in view of the numerous road fatalities last term much more stringent bans will be in operation next year. Clare College says that the possession of motor cars and motor bicycles prevent undergraduates from making the best use of their residence in Cambridge and none of its students will be allowed to bring or drive a motor vehicle. Cars must be kept in a public garage or in one of the college garages on Castle Hill. 30 07 12a

1930 07 21

Cambridge planners say that Huntingdon and Barton Road are already practically fully developed on both sides, similar building is taking place along Trumpington Road & housing in Madingley Road will increase now the sewers are laid. There will probably be spur roads which will have no regard to the traffic needs of the area as a whole and the result will be a hotch-potch similar to that before the days of town planning. Soon there will be no possibility getting a cross-road between Huntingdon Road and Trumpington without the demolition of buildings or serious interference with the land-owners. 30 07 21a-c

1930 07 25

The controversy over the University Farm on Huntingdon Road was resolved when Cambridge councillors rejected proposals for a road across the land. It had never been a ring road, only a road to be planned in the event of traffic conditions demanding it. It was altogether wrong to put an arterial road in the middle of a rural area which they desired to preserve and which they hoped would never be required. They should ensure that Grantchester and Coton were not swallowed up by Cambridge in the way that Trumpington and Girton were. 30 07 25a-c

1930 07 25

Cambridge councillors have received consent for a new road from Milton Road to Histon Road at a cost of £18,135. St John's College would give the land which was required for housing purposes, it would be one of the best estates and the frontages would sell at very high price. Grants have been received for King's Hedges and Green End Road as part of the unemployment scheme with one-third of the labour being imported from the distressed areas. 30 07 25d

1930 10

Queen's Road being straightened back Trinity [49.62 1.6]

1930 12 06

Sir. All Cambridge men will be alarmed at the threat to build an arterial ring road bisecting Grantchester Meadows. The meadows are owned by King's College. We regard their preservation as a trust; we will not build on them, nor near them. We will do nothing to change their character and refuse to contemplate such a calamity – The Dean of King's 30 12 06

1930 12 12

The 'skeleton' of the Chesterton vehicular bridge came out of the municipal cupboard. It had been suggested when Victoria Bridge had been erected but the council subsequently rejected the proposals. In the meantime a temporary bridge had been erected at Dant's Ferry with the intention of moving it towards the Pike and Eel. Now it will be kept in the present position and lowered to make it easier to cross with perambulators. But it was a shame to spend £1,600 on a structure which had not been right when it was put up. 30 12 12c

1931

Deed of covenant signed by Cambridge Preservation Society, Kings College & Borough Council for preservation of college land in Grantchester area; Society paid £7,549 into University & College estates account of Ministry of Agriculture & Fisheries to safeguard College land from development, part of £10,000 grant from Pilgrim Trust; Borough undertake not to plan any ring or other road crossing college property or sited nearer to Cambridge than southward of the village of Grantchester [49.62.9]

1931

Traffic lights at corner Mill Rd & East Rd [NI.2.15]

1931 10 02

Ring road from Cherry Hinton Road across Coldham's Lane under construction – photo – 31 10 02t

1931 06 12

The new road under construction between Milton and Histon Roads provides some exceptionally attractive sites for those wishing to erect a private house. It has much to recommend it as Chesterton is a very popular district but most of the available land within a reasonable distance of town has already been taken up. The plots are for the erection of private dwellings only and no bungalows or inadequate houses can be erected. 31 06 12k

1932

Perne Road opened, as part of ring road (stopped by WWII); Brooks Road to Newmarket Road was part of proposal (revived c1975) [4.1]

1932 03 23

After all the controversy and heated arguments of a few years ago, there was no excitement at the opening of the New Square parking place. The council turned up in force and from under the shelter of umbrellas watched the Mayoress drive her car through the pale blue ribbon that had been knotted across the opening. At last motorists have a place where they can leave their cars and not come into the police courts. The Master of Jesus suggested that path inside the trees should be known as Coleridge Walk. 32 03 23b

1932 04 09

Sir – as motorists do not appear to need the new New Square car park I suggest something useful should be done with it. It could be turned into tennis courts or used as a model yacht pond, a skating rink or the site for the new Guildhall. Meanwhile the surface should be coloured an appropriate shade of green as the white grey of the desolate expanse of concrete hurts my eyes. And could passers-by spare a few books for the attendant to read while he is waiting for the customers who never come – Ratepayer 32 04 09

1932 04 13

Large new buildings designed by Sir Edwin Lutyens are part of a comprehensive extension scheme by Magdalene College on land originally occupied by Bird's vinegar and mustard factory. For two years it has been one of Cambridge's biggest building contracts but the comparative obscurity of the site has kept it out of the public eye. Eventually the whole of the west side of Magdalene Street from the bridge to Northampton Street will be cleared for reconstruction with a more imposing bridge and a further college wing at right angles to the present one. 32 04 13

1932 08 06

"Milton Road merry-go-round" - Mitcham's roundabout installed [2.3]

1933 04 01

Mitcham's roundabout working well, new roundabout Four Lamps [1.10, 2.4]

1933 04 10

Four Lamps roundabout picture – 33 04 10b

1934 03 08

A question of moving back the railings on Christ's Pieces to extend the Drummer Street parking station again came before the council. Councillor Stubbs had opposed it from the first; at weekends there was congestion of buses in Drummer Street at a place where pedestrians were crossing. Councillor Few said it was unfair to the railways who had to find their own land for parking: it was the buses that took up the space and it was wrong to give up public property for them. But Mrs Hartree said the car park was chiefly for the people from the rural surroundings and was very important. The vote was tied. 34 03 08

1934 05 15

Marshall's Flying School propose to carry out improvements to their aerodrome and had purchased Elfleda Farm through which the proposed Ring Road would run. They asked the Council to move the route slightly east. But the Surveyor said this was not possible. The whole of the land is zoned for dwelling houses and this would be have to be borne in mind if any proposals were made to them for further developing this aerodrome. 34 05 15

1934 05 18

New traffic island at Four Lamps [1.7]

1934 07 28

Petty Cury & Sidney Street widening proposed [1.19]

1934 07 30

Long Road bridges scheme – 34 07 30

1934 08 24

Mitcham's Corner roundabout enlarged, pic, p1

1934 10 20

Newmarket Road traffic heavy at night - "the sight of the wide open road ahead tempts drivers to accelerate near Christ Church [2.7]

1934 11 17

Parking controls urged "sometimes cars & bikes parked so closely in line in Petty Cury & Sidney Street that pedestrians cannot find space to cross over" [2.8]

1935 01 31

New street proposed from Downing St towards Sidney St – 35 01 31a [1.5]

1935 03 14

The New Traffic Signals. Traffic signs announcing the 30 mph restrictions, which comes into force next Monday are being erected on the approaches to all 'built-up areas'. (Thursday). New Traffic Signs Disappear. Several of the new 30 mph signs on the outskirts of Cambridge were unofficially removed during the weekend, but have since been replaced. (Monday). Missing Speed Limit Signs. A Trinity College undergraduate appeared in court charged with the theft of three of the new speed limit signs. (Thursday) 35 03 14, 35 03 21c

1935 04 06

30 mph speed limit brought back after 4 years due to number of accidents [1.5]

1935 06 26

The proposed Cambridge town planning scheme envisages a ring road to encircle the whole town with the construction of by-pass roads and the improvement of dangerous junctions. The level crossings on

the Milton and Cherry Hinton roads will be replaced with bridges. An area of 190 acres on Milton Road opposite the sewage farm acres is reserved for a municipal aerodrome with a municipal golf course off Trumpington Road 35 06 26a

1935 07 27

Belisha Beacons have now been installed in Cambridge, whether we like them or not. They are on Market Street corner near Sainsbury's, between Christ's college and St Andrew's church, near the Midland Bank in Petty Cury, the 'Jolly Waterman' on Victoria Avenue and between Christ's Pieces and New Square. It is just as well the undergraduates are not here to see their erection. Perhaps we shall all have become thoroughly accustomed to them where our young friends come up 35 07 27b

1935 08 27

Widening Long Road railway bridge – photo – 35 08 27a

1935 10 12

Roundabouts proposed for Cherry Hinton Road/Hills Road, Cherry Hinton Road/Perne Road [2.16]

1935 11

Corporation steam roller breaks through roadway & burst water main, Adam & Eve Street [49.62.1.4]

1936 03 03

Long Road new railway bridge – photo – 36 03 03

1936 03 06

The Star Brewery want a new pub, The Golden Hind, on Milton Road, an area of 1,010 houses of which the majority had been built since 1927. It was not ribbon development but housing estates on each side and practically built up to the railway gates. King's Hedges Road would form part of the new Ring Road so further development might be expected there. If granted the brewery would surrender the licence of the 'Racehorse' on Newmarket Road and the 'Plume of Feathers'. The Women's Total Abstinence Union opposed the application. Licence applications Elm Tree, Hare and Hounds & Dog & Pheasant. Licence of Bowling Green Chesterton transfer to new Golden Hind. 36 03 06

1936 03 21

Many people have wondered about the object of the black and white poles which have sprung up along St Andrew's Street and Hills Road. The Ministry of Transport have finally given permission to the system of unilateral parking and the posts will be adorned with notices warning motorists not to park on the wrong side of the road on the wrong day - 15 minutes, park different sides of street on odd or even days There is also some reason for believing that the new 'one-way' streets will also be brought into operation before very long. 36 03 21a

1936 03 23

Unilateral parking came into force in Cambridge on Saturday. Between Regent Street and the Old Post Office parking is now allowed for 15 minutes in any one hour on one side of the road on even dates and on the other side on odd. There is one short stretch against Emmanuel Street in which no parking is allowed, owing to the difficulty of traffic coming in and out of the town through this narrow street. Readers should remember they cannot now leave their cars for any longer than 15 minutes as this is the limit. 36 03 23b

1936 03 27

Cambridge Police had a busy time when the new system of one-way traffic came into being. They were based at the end of all the affected streets and strangers must have wondered at the cordon thrown round the town. But it was necessary for despite all the notices many motorists attempted to make their way along the street from the wrong end and were stopped. And, by the way, the new

restrictions apply equally to cyclists who will not be allowed to walk with their machines against the streams of traffic – 36 03 27

1936 03 28

Under new restrictions Cambridge motorists may not travel from Market Hill towards Trinity Street or into Bene't Street from King's Parade. You may not drive into Sussex Street from Hobson Street or into Corn Exchange Street from Downing Street, nor turn at Burton's Corner, Petty Cury to go to the Victoria Cinema or from Wheeler Street into Peas Hill to get to the Arts Theatre. But cyclists may walk with their bicycles either way as they do at present in Petty Cury and Market Street. Restaurants will have to speed up their service if they wish to cater for those who leave their cars outside, for only a quarter of an hour is permitted. Travellers who do not want to get indigestion had better make use of a parking space! 36 03 28b

1936 12 08

The draft Cambridge town planning scheme would see the construction of bridges and closure of the level crossings at Histon and Shelford with footbridges for pedestrians. The line of the Ring Road from Huntingdon Road to Shelford was agreed and the difficult question of the aerodrome settled. 36 12 08

1937 02 24

Men worked in gas masks when two heavily-laden lorries came into collision at the junction of Chesterton Lane and Castle Street. The crash happened at 5.30 am when the traffic lights were not working. The vehicles were an Eastern Railways lorry laden with ten tons of fruit and a lorry carrying 4,000 bricks. The impact threw the Railways vehicle on to its side and it fell on to the street refuge, the lamp standard and two posts. A passer-by was overcome by gas so workmen donned masks to move the load so a cock could be fitted and the gas turned off. 37 02 24a

1937 03 15

Ministry of Transport proposals to minimise street parking have called forth dissention from many motorists. We in Cambridge know there has been a steady increase in our shops by the more modern method of road transport. A large proportion of those who come from outlying districts to buy the week's commodities are private car owners. To refuse to allow cars to be parked for a reasonable period outside the place of purchase would cause many to give Cambridge a wide berth. Motorists are already taxed up to the hilt and police courts would be more than ever congested with these trivial offences. 37 03 15

1937 12 13

The Borough Council approved a scheme for a ring road from Coldham's Lane to Ditton Walk. This would be a dual carriageway with a grass strip 26 feet wide between them, a nine-foot wide cycle track and paved footpath. It would be reduced to 100 ft under and near the bridge which would carry the railway over the road near Coldham's Lane. This will be constructed by the railway company. The cost would be £77,550 (£4.3m today), to which must be added the construction of a soil sewer. 37 12 13b

1937 12 16

Back in 1924 Green End Road and Kings Hedges Road were narrow country roads with hedges on each side and a narrow carriageway in the centre with rough grass margins on either side. Then the Cambridge Town Planning Scheme began to evolve and development started to take place. The Corporation built some wood framed houses on the west side of Kings Hedges Road and the housing society erected houses on the same side of Green End Road. Gradually houses began to appear on the opposite side and then the proposed ring road was agreed. Builders told to keep their houses far enough back to enable the required width but then the council purchased the land and constructed the ring road in front of the properties without any cost to them. The same procedure was followed on King's Hedges Road from Milton Road to the old borough boundary 37 12 16c

1937 12 21

Sir — in Cambridge we have a council which is over-ridden by an irresponsible official whose knowledge of local conditions is nil. Some councillors did oppose the removal of the pedestrian refuges at the junction of Northampton Street and Chesterton Lane but they meekly submitted and gave way to the arrogance of the dictator. It was said that large vehicles could not get round the corners and that the lamp post had been knocked down 'scores of times'. But if certain transport companies have their way it will be necessary to remove St Giles' church and part of Magdalene College! - George Hall. 37 12 21

1938 01 29

Cyclists want cars banned - cartoon [6.19]

1938 02 03

King's Hedges Road was shown as a private carriageway under the Inclosure Award of 1840, so why was it now repairable by Cambridge ratepayers, Councillor Edwards asked. The Town Clerk said that in 1912, when the Borough was extended, part of King's Hedges Road was handed over by Chesterton Urban District Council as a highway repairable by the inhabitants at large and in 1934 the County passed over the remaining portion on the same terms. It seemed Chesterton UDC had simply begun repairing the road thus making it a public highway. It was a mistake made in good faith and it would be a waste of time to consider it further. 38 02 03b

1938 03 15

Drummer Street park was made for private cars, and now they seemed to be letting the Bus Company monopolise it; they should find a parking place of their own, a councillor urged. But Ald Starr said it was opened not for private cars but for the benefit of the working men and women who came into Cambridge by bus. Now it was used as a car park by professional and business people who left their vehicles there all morning and afternoon. Coun Stubbs said they were at their wits' end to know what to do with the traffic. It was easy to talk about telling the Bus Company to find a new park, but where could they go? 38 03 25a

1938 03 21

Eastern Counties Omnibus Company complained of difficulties manoeuvring their buses at the Drummer Street terminus. They suggested the Corporation reduce the width of the footpath. The Borough Surveyor disagreed. He suggested that the space reserved for the parking of cars should be reduced by 54 feet from the high kerb against the coffee stall. But the Watch Committee decided that the time was now approaching when Eastern Counties should cease to use Drummer Street and consider the provision elsewhere of their own bus station 38 03 21a

1938 03 22

One-way traffic, Hobson St deleted from scheme, Perne Road roundabout – 38 03 22d

1938 04 30

The proposed new buildings for St John's College involve the immediate erection of buildings to complete the present Chapel Court with wings projecting beyond to the north and east. These should be ready for occupation by Michaelmas 1939, including 50 undergraduates and ten fellows' sets of rooms. There will be an open court facing Bridge Street should the houses eventually be taken down and the road widened and ultimately a riverside court overlooking Magdalene 38 04 30 & a

1938 06 22

Queens' College have to underpin the foundations of the Essex Buildings and may rebuild it further from the road instead of on its present alignment. They asked whether the Corporation wished to acquire the land released and expedite the rebuilding of Silver Street bridge. This could be widened to 40 feet instead of 28 feet as present. The erection of new college buildings and the construction of the bridge would proceed at the same time with the bridge completed by October 1939 38 06 22

1938 07 27

Silver Street Bridge was at present 21ft 6ins wide. Some years ago the Council bought land on the south side to enable it to be increased to 28ft when re-building was done. But it was unnecessary to increase it to 40ft as the road beside the old buildings of Queens' College could not be widened. Now the college wanted to redevelop and had offered land provided the bridge was widened – 38 07 23a & b Borough council decide to apply for funding – 38 07 27

1938 08 27

The foundation of Silver Street Bridge, built about 1850 has been partially washed away by the rush of water from the King's Mill sluice, a diver underpinning Queens' College discovered. The Cambridge Borough Survey donned a diving suit and personally inspected the damage. There is no danger of it collapsing yet but as a precaution buses and heavy lorries will be banned. For many years heavy vehicles have been limited to a speed of five mph. In June the Council adopted a scheme to construct a new one by acquiring land from the college. But the County Council opposed it. 38 08 27

1938 10 07

Underground car park on Market Hill proposed [6.20]

1938 11 16

Barton Road: Newnham Villa demolished to allow road straightening [IC.1.13,4.22]

1939 03 02

Butts Green parking place debated [1.26]

1939 03 07

Cambridge & District Town Planning scheme inquiry heard that Grantchester Meadows, a large area of land between Cambridge and Coton, the University Farm and land at the Gog Magog Hills had been safeguarded. An area of 160 acres near Trumpington should be reserved for a municipal golf course. But at Rectory Farm, Milton the field the Corporation wanted to take was the only old pasture on the farm and the tenant had 21 cows and a bull. If he had to give it up it would take 10 years before the grass would be useful for milking purposes 39 03 07a

1939 05 27

A feature of the newly-finished ring road between Ditton Walk and Newmarket Road in Cambridge is a special track for cyclists, which is an innovation in this district – 39 05 27

1939 07 22

Silver Street bridge new design, dispute between Cambridge and county – 39 07 22a

1938 09 01

Fen Causeway – Barton Road temporary roundabout pic – 38 09 01

1940

1940 01 30

Ministry veto new houses, price agreed for Marshall's land, ring road work continues – 40 01 30b, c

1940 05 04

Silver Street Bridge closed to buses as foundations unsafe – 40 05 04b

1941 01 25

Council debate prohibition car parking in Drummer Street [3.2]

1944 10 11

Underground petrol storage tanks which were filled with water as an anti-invasion measure now being emptied and will be filled with petrol; soon lorries and cars will not have to queue for petrol at 'official' stations – 44 10 11

1946 05 03

Proposal for car park at rear of Regent Terrace, would take 85 cars and no parking ban on St Andrew's Street – opposed – 46 05 03; demolition of air raid shelters means more light for residents

1946 06 20

Mitcham's Corner roundabout enlargement – photo – 46 06 20

1946 07 19

Undergraduates under 22 banned for keeping a motor vehicle within 25 miles Gt St Mary's if proposals accepted; those eligible to drive will need licence from Proctor – 46 07 19

1947 01 13

One-way system introduced St Johns St & Trinity St, Green St [3.4, 3.5]

1947 07 12

Council discuss acquiring Lion Hotel yard for car park at cost of £44,665 [3.6]

1947 07 30

Sir - When will something be done about the disgraceful state of the traffic in Petty Cury, Cambridge? I understood some time ago that steps were being taken to stop the parking of cars on the left side of this narrow thoroughfare. Far from this being done, it is now worse than ever. Saturday, with the exception of the entrance to the Lion Hotel there were 15 large cars parked from Sidney Street to Guildhall Street, and as prams and mail carts can only use the sidewalks, pedestrians who venture on the street are taking serious risks of getting knocked down. Truly a street only fit for the quick or the dead - letter from W.M.F., Gt Shelford 47 07 30

1947 10 01

The Chief Constable (B.N. Bebbington) told Cambridge Rotary Club that he would like to see a scheme whereby traffic was banned - at least buses and heavy traffic - in the centre of Cambridge. "In Petty Cury on Saturdays there is insufficient room for traffic, let alone pedestrians. It would be more satisfactory if that central part of the town was for pedestrian traffic only. That is a sweeping thing to say and will not find favour in all quarters". Referring to criticism that the one-way traffic scheme soon to be introduced in the centre of town was "the wrong way round" he explained that it diverted from the town centre the large amount of traffic going to the station from the Chesterton direction and would encourage lorry drivers passing through Cambridge to take the route through the Backs. More car parks in the centre of the town were obviously a need, and there were plans in existence to provide them 47 10 01

1947 10 10

A proposal to improve Drummer Street bus station was discussed at Cambridge Town Council. Ald Briggs said "Drummer Street is already overcrowded and traffic is going to increase in the coming years". The Committee had discussed a suggestion that a portion of Butt Green should be used as a bus station and had previously considered the use of New Square as a bus station. Coun Cutting considered that the proposal was too urgent to wait, "If you saw last year the thousands standing out in the cold in Drummer Street you would not have thought it was any credit to the town"

1948 05 01

Council announce intention to acquire Lion Yard as parking place [3.8]

1948 05 19

Fears about Cambridge's famous "Backs" being incorporated in a Trunk Road system were expressed at a County Council meeting and one member declared that if the amenities of the "Backs" were spoilt the "whole feeling of the town" would be altered. The committee requested the Minister of Transport to expedite the construction of a ring road so as to relieve the "Backs" of through traffic

1948 06 01

Today the one-way traffic system designed to relieve congestion in the centre of Cambridge came into operation. In Sidney Street and Bridge Street the traffic will flow in a northerly direction towards Magdalene Street from the town centre, while in St John's street and Trinity Street it will flow in a southerly direction towards King's Parade. In Green Street traffic will flow in one direction from Gifford Place to Trinity Street - and the remainder of Green Street will be open for two-way traffic. This extension of "one-way" traffic will link up with the system now in operation at St Mary's street, Market Hill (north side) and Market Street 48 06 01

1948 06 04 c

Sir - the one-way system has certainly created danger spots at the corner of St John's Street, Cambridge. They could be remedied by putting traffic lights there back into operation. The only alternative would be to divert all traffic into Petty Cury. Every user of Petty Cury will have to agree that it is already far too narrow even for the present volume of traffic - pedestrians are crowded into the roadway and bus drivers often have their work cut out to squeeze their buses through at walking pace. Short of some more radical plan (e.g. banning all motor traffic from the streets round Market Hill) I think the one-way system is as good as we shall get - A.E.B. Owen 48 06 04

1948 07 26

The "chaotic condition" of Cambridge traffic was explained by Ald W.J. Taylor at a meeting of the County Council when he said: "They have tried to bring traffic into the town for the sake of the business of the town. They never thought to plan the town properly and the widening of some of the streets has been the biggest mistake there ever was. They talked about the ring road but took great care they never made it so that motorists should come in and spend their money". Councillor Dennard said the one-way traffic system, with streets used as car parks, had caused chaos

1949 03 14

Sir – the trouble with the Four Lamps roundabout is its bad design. It was put down many years ago and allows traffic to approach at too fast a rate. The new roundabouts on Chesterton road with its beautiful flower gardens and the one where Lensfield joins Trumpington road are of better design because they slow all traffic down to walking pace. A much greater terror is that most insane junction, Pembroke Street and Mill Lane with Trumpington Street. How people avoid being killed daily is always a marvel to me. It would be so easy to control these with traffic operated signal lights – D. McClure Campbell

1949 06 22

Sir – I have been employed 14 years at a place of work at the corner of Fen Causeway (Trumpington Road end), Cambridge. Almost daily there is an accident on this corner, cyclists, cars and lorries being involved. A few months ago "improvements" were carried out at this spot. I can tell you the accident rate has increased daily since these were made. The only way to make this corner safe is to install traffic lights or have police permanently on point duty – Employee

1949 07 20

The Ministry of Transport has refused a request by Cambridge Corporation for a grant towards the cost – estimated at £23,288 – of work on the ring road between Coldham's Lane and Ditton Walk. A grant from the road fund was out of the question as the work was of "purely local necessity" and there was no prospect of completing the ring road for some years 49 07 20

1949 07 25

The Ministry of Transport's refusal to accede to their application for a grant towards the cost of building a ring road from Coldham's Lane to Ditton Walk was attacked at the meeting of the Cambridge town council. Ald. Raynes said they had decided in 1938 to proceed with a ring road on the East side of the town to link up Milton Road, over the river and railway on the north side, and the Hauxton and Hills Road on the south side. It was a tremendous job financially, and would obviously serve the nation and not merely the ratepayers of Cambridge.

1949 09 06

Sir - None of our streets in Cambridge is wide enough to allow vehicles to be parked all down one side, as they do now. Petty Cury, on a Saturday especially, is almost a death-trap. The pavements are not wide enough for people to walk more than two abreast; therefore they walk on the road, thus giving bus drivers in particular a nightmare. This could be relieved to a certain extent if there were no vehicles parked all down one side. I suggest a big improvement would be the abolishing of all street parking and a municipal car park made on Midsummer common – Frederick Prior 49 09 06

1949 10 12

Cambridge town council considered the proposed resiting of the war memorial. A scheme for a traffic roundabout at the Station Road junction means that if it were left in its present position it would be marred by the number of "Keep left" bollards and other traffic signs which would be necessary for the direction of traffic. An alternative position involved the acquisition of certain land fronting the Botanic Garden which would provide a restful haven away from traffic. None of the Servicemen's organisations was in favour of the removal of the War memorial from its present position.

1949 11 01

Holford Report presented to Borough for consideration - "did not consult them while preparing it". Considerable disagreement eg County want Spine Relief Road & to close Magdalene Street while Borough want to widen it & rebuild bridge. Holford proposed Inner Relief Roads Christ's Pieces to Huntingdon Road, East Road to Milton Road, Barton Road to Madingley Road to Huntingdon road. [4.12] [1.11] [1.10])

1949 11 02

Construction has now commenced on a new roundabout at the junction of Hills Road and Station road, Cambridge. Proposals are being discussed for an alternative site for the war memorial. Site one: the memorial to remain in its present position in the eastern corner of the traffic roundabout. The dignity of the memorial might be marred to some extent by traffic signs. Two: memorial to be moved to the centre of the new roundabout. Three: the memorial to be moved to a position in front of the entrance to the Botanic Gardens, nearly at right-angle to Station Road so the statue of the soldier will still face the town centre. This site would provide a restful haven away from traffic and the memorial would not be marred by traffic signs.

1950

1950 01 30

Holford Report published

This document would have a profound impact on the development of Cambridge. Plan envisages several new roads, three new bridges, an expanded university with one or two new colleges and a maximum population of 100,000 people. A three-storey car park at Lion Yard to accommodate 400 cars, with shops on the ground floor and pedestrianised precinct. Included proposals for East & West Cambridge by-passes, Chesterton (Elizabeth) Bridge, Cross Town route & Spine Relief Road from Huntingdon Road crossing the Cam on a brand new bridge and running over Jesus Green and Christ's Pieces to Drummer Street. [2.4,2.3]

1950 06 12

Traffic congestion is not yet as serious in Cambridge as it is in some other towns. Except at peak hours a car can do the run from the University Arms to the Round Church in less than three minutes.

But if within the next ten or twenty years cars become cheaper, and if the population of urban Cambridge continues to grow at its present rate, the volume of traffic in the centre may easily double. How long will the narrow awkwardly aligned streets and difficult junctions be able to cope with a load that is steadily increasing and may without warning experience a sudden increase?

1950 11 18

An unseen stationary radar 'eye' checked the speed of vehicles on the Madingley Road during the last fortnight. The 'eye' belonged to a 'radar speed meter', an American device which is having its first full-scale operational test in England. A small green van on the roadside house the equipment. The 'eye' was concealed in an ordinary cardboard box on top of the vehicle 50 11 18

1950 11 30

Local tradesmen are becoming worried about the parking situation in Cambridge. They fear that if this goes on the people will not come shopping in the town, said a solicitor appearing for a motorist summoned for a parking offence. Altogether there were 16 cases before the court and fines totalling £12 10s were imposed. One motorist, whose car was punctured late one night, parked it in a side street off Mill Road and knowing that the battery would last only two hours at the most had not put his lights on. There was nothing else he could do. He was fined 10s.

1950 12 04

Sir – Cambridge tradesmen are beginning to fear lest they should lose an appreciable amount of custom as a result of the prohibitions regarding shopping by car in the principal streets of the town. Let the general body of tradesmen follow the example which a few far-seeing individuals have already set – that of opening suburban branches to which the main trade can, in course of time, be transferred. Let nothing be done to retard the growth of the brave new Cambridge visualised by our civic leaders – a dream city from which vehicular traffic of every kind has been excluded and from which all the crumbling and deserted business premises have gradually been swept away – D.B.M.C.

1950 12 09

"The almost hopeless state of parking in Cambridge" was referred to when Ald F.J. Priest urged the demolition without delay of Liddiard's garage on St Andrew's Hill – thus providing parking spaces for some of the season-ticket holders at Lion Yard. The building had been scheduled as an 'architectural novelty' but there would be no objection to its immediate demolition

1950 12 30

A plea for the Borough Court to bring pressure to bear on the corporation to provide better parking facilities in Cambridge was made by a solicitor when he appeared on behalf of a motorist summoned for causing a motor car to wait in St Andrew's Street for a longer period than the permitted 15 minutes. "I feel it is only a matter of time before every motorist in Cambridge comes to court because he is forced to leave his car somewhere. The parking situation is a nightmare", said Mr A.H. Wild. "One feels the police are carrying this vendetta to extreme lengths", he added.

1951

Improvement island Hills Road, Station Road

1951 01 23

Cambridge town planning committee say there can be no justification for a spine relief road between Histon Road corner and Jesus Lane merely to preserve for a few years more buildings on the west side of Magdalene Street which, although of some architectural interest, are sub-standard from every other point of view. Pending demolition the commercial use of the buildings should be terminated, doing away with the necessity for vehicles to wait outside 51 01 23

1951 01 26

Cambridge council agreed to a proposal that Mr Liddiard's garage on St Andrew's Hill should be pulled down and the space used as a private car park at £12 per annum. Ald Priest said: "Here is a

simple scheme whereby anybody who likes to pay £1 a month can be reasonably assured of his car park any time of the day he likes". Ald James opposed saying those who started their business at 9am had no difficulty in finding parking spaces 51 01 26

1951 01 29

"More central space needed for parking ... people shop in other towns" [5.5]

1951 02 26

A number of proposals to alleviate Cambridge's parking problem have been compiled by the Chamber of Commerce. They include the triangular site on the corner of Silver Street & Queen's Road used as a military car park during the war; the site on Trumpington Road formerly occupied by army huts but now in temporary occupation by squatters; at Castle Street opposite the Shire Hall and also on Butts Green during the building operations at Lion Yard.

1951 03 14

Cambridge Council is to recommend a scheme for a multi-deck car park at the Lion Yard. He submitted a plan showing a building of six floors which could accommodate 825 cars. The Surveyor suggests all adjoining property owned by the council should be demolished, the opportunity being taken to widen Corn Exchange Street and St Tibb's Row and that the possibility of further extensions to St Andrews Hill for offices, shops or increased car park facilities should be borne in mind.

1951 03 17

Survey of parking shows 59,257 cars parked on Market Hill 43,582 on New Square 80,585 on Lion Yard during 1949-50 – 51 03 17 [5.7]

1951 03 17

Improvements to Island at junction Hills Road & Scotland Road [5.8]

1951 04 05

Regent Terrace carpark proposed April, complaints May, deferred June [5.9, 5.12]

1951 04 20

"Despite shortage of new cars traffic is only slightly less than in 1938, but commercial traffic has doubled" [5.10]

1951 05 26

Regent Terrace carpark plans spark fears about Parker's Piece; but 'should not be over-sentimental about a small piece of grass [5.12]

1951 06 11

The Cambridgeshire of the future will have a number of new roads, fire & police stations, sewerage schemes, old peoples' homes, a new children's home and a mental deficiency colony. Planners say villages recommended for enlargement include Milton, Fulbourn, Shelford, Barton and Coton where the population will increase from 400 to 1,840. Road improvements recommended include a bypass to the east of Girton relinking the road interrupted by the RAF station but Cambridge bypasses are not shown as surveys show there is no immediate need for them.

1951 06 15

A new one-way traffic system around the Cambridge guildhall comes into operation on Monday. The direction of traffic in Wheeler Street will be reversed to complete the circulatory flow around the guildhall into an anti-clockwise direction and traffic around Market Hill in a clockwise flow. Buses will be unaffected by the new order but say instead of hordes of cyclists crossing over in their path all vehicles will turn in the direction the buses approach the guildhall. The scheme has resulted from the necessity to ease traffic around the guildhall in view of the proposed Lion Yard car park development

1951 06 16

Regent Terrace carpark plans deferred for six months [5.12]

1951 06 21

Trades Council call for car parks on outskirts & all waiting in Cambridge abolished [5.13]

1951 07 20

“Utmost vigilance” on the part of the Cambridge Trades Council was needed to make sure the city council does not “pull a fast one” in its proposals to reserve a slice of Parker’s Piece for car parking facilities. “I think the City council have put this back for six months and will bring it up again when they think it has all died down”, said the chairman. “We don’t want to lose even a piece of one of the city’s cherished beauty spots”. There was no need for a parking site in Regent Terrace as the accommodation of other parking places was not being overtaxed 51 07 20

1952 01 05

Zebra crossing installed Petty Cury [5.14]

1952 01 14

Sir. Twenty-five years ago Magdalene College started a scheme which might have involved the widening of Magdalene Street and the removal of buildings opposite the college. But it does not now contemplate the completion of the scheme and is now strongly opposed to the widening of the street and the demolition of the buildings on the west side. The College would be strongly prejudiced if it should be divided by a street similar in character to the widened part of Bridge Street and would strongly object to such a change of character and loss of amenity in the neighbourhood – Henry Willink, Master. 52 01 14

1952 01 23

33 out of 45 pedestrian crossings retained after Ministry calls for a reduction in number [5.15]

1952 05 05

Cambridge city council would like to see Christ’s Lane opened out as a thoroughfare to be used by the omnibuses and other traffic to alleviate congestion in the City centre and provide relief for Emmanuel Street. The present country bus station at Drummer Street would then become the main stopping place for the local buses which now pick up and set down passengers in Sidney Street constricting the traffic flow. They also propose a new road on the line of Post Office Terrace to Wheeler Street. With Corn Exchange Street widened this would provide for a good circulation of traffic in the city centre. 52 05 05

1952 10 18

The County Development Plan public inquiry took a dramatic turn when Magdalene College announced it had decided to oppose proposals to widen Magdalene Street. The “donnish mind” did not often descend to take part in proceedings of this kind but this is a “bad plan and would be a disaster both to the University and the City of Cambridge”, their counsel said. “You should not have motor traffic moving so fast that the lives of pedestrians and motorists are imperilled”. Everyone wants Cambridge to remain a place in which the pedestrian, the cyclist and the motorist are more on less on an equal footing. # c.49.4

1952 10 23

Proposals for the bus station at Drummer Street, Cambridge, were discussed at the Planning Inquiry. The bus company preferred a station to be sited on New Square which was double the area of Drummer Street. But would passengers agree – and they are entitled to be considered sometimes. Half to two-thirds would use Emmanuel Street. The amount of bus traffic would increase if greater provision was made & there would be a traffic blockage at Four Lamps roundabout

1952 10 28

Roundabout construction East Road / Mill Road, p7

1952 10 29

Cambridge City council has decided not to proceed with their proposal to widen Magdalene Street and reconstruct the great bridge. They had heard objections by the University and a statement on behalf of Magdalene College & believed that with mutual co-operation between the city and colleges some of the causes for the present traffic congestion could be removed. But if it became a choice of either the spine relief road or of widening Magdalene Street then they would choose the latter alternative

1952 11 05

Much of the congestion in the central area of Cambridge could be dealt with by providing car parks in the right places rather than the provision of extra circulatory routes the Chief Constable told the Development Plan inquiry. Closing of Magdalene Street would inevitably lead to an increased use of the Backs and the proposed spine relief road would not afford relief to traffic in the city centre. The police had received many complaints concerning the amount of noise at Drummer Street bus station late at night. By moving it to New Square this objection would be alleviated

1952 11 06

"If Magdalene Street was closed several businesses would be affected between the Round Church and Northampton Street and the compensation would be very considerable", the Cambridge City Surveyor told the Development Plan inquiry. The council's policy on widening the road was laid down in 1925. When property was due for rebuilding the owners should set back the new building to some widened line. Boots had agreed to demolish their frontage and set it back when the time comes for the insurance office next door to be rebuilt.

1952 11 06

Multi-storey car park plan, p6
Chesterton Bridge, p7

1952 11 12

East Road proposed as traffic route [3.11]

1952 11 20

Edward Lainson of Premier Travel told the Development Plan Inquiry that it would be highly undesirable to move the bus station from Drummer Street to New Square. Access would be difficult and the crossing of Emmanuel Road by a large number of people would constitute a danger. It would cause congestion because a lot of people who found the buses handy would start using their cars.

1952 12 13

The inquiry into the County Development Plan has concluded. Its main object is the preservation of Cambridge as a University town & the deliberate prevention of its character becoming that of an industrial town or a town with large straggling suburbs. The problem of Cambridge was largely a traffic problem but measures to deal with this by the widening of streets would be a negation of the true object of planning which is to preserve the Cambridge we know today 52 12 13

1953 01 14

Work on the roundabout at East Road corner with Newmarket Road, Cambridge, has been in progress for about five weeks; it is hoped it will be completed in another six. Before long the traffic lights will be removed and the centre of the junction will be sealed off so that the roundabout can be erected. Traffic will still be able to use the crossing, as by then the road surface at the corners will have been filled in.

1953 05 01

Six zebra crossings abandoned because of high cost of installing flashing lights, (crossings technically illegal until July 1954 when lights installed) [6.4, 6.8]

1953 07 27

Cambridge Police have issued a warning that it is essential in the public interest that there be strict compliance with the order prohibiting vehicles whose weight exceeds two tons from using Silver Street Bridge. They particularly seek the co-operation of road users making deliveries to premises in Silver Street and suggest that whenever possible light vans only should be used. Failure to observe the Order renders the person concerned liable to prosecution.

1953 10 13

Magdalene Bridge restricted to 12 tons [1.13]

1954 01 22

Proposals to erect traffic lights at the junction of East Road and Newmarket Road, Cambridge were debated by councillors. One said: "Lights are not needed here; they are an obstruction and an annoyance to drivers, another added: "The speed of traffic is about half of other towns and now we are proposing to slow it up still further". A roundabout would be better than lights. But another said: "As a cyclist I am conscious of danger every time I pass the junction, which is blind in more than one direction, you have to be darned quick or you are dead" 54 01 22 [3.12]

1954 03 15

Propose to demolish properties Corn Exchange Street to enlarge Lion Yard parking [6.6]

1954 07 19

Minister announces decision on County Development Plan, City Council challenge it in Court but is approved. The only major Cambridge items not approved are the site of the bus station between Christ's college & Emmanuel and the proposed development for residential purposes of the smallholding land north of Arbury Road. All the central area road proposals including the 'spine relief road', the new Guildhall Street and a cross-town route joining Emmanuel Street with Downing Street have been approved together with the new Chesterton Bridge over the Cam near Walnut Tree Avenue, a multi-storey car park in Corn Exchange Street and a subway at the railway station. This means it will be possible eventually to have a complete ring road near the centre of the city. Only major items not approved are site of bus station between Christ's college & Emmanuel & the proposed development for residential purposes of the smallholding land north of Arbury Rd during first five-yearly period of the plan [18] [3.2,3.3,3.4]

1954 09 11

Mr Harold Macmillan, Minister of Housing, has approved the County Development Plan. He has decided to leave in the proposed spine relief road intended to relieve traffic pressure in the centre of Cambridge but there will be no firm decision about the road for at least five years when the matter can be considered further. But the proposal to establish a bus station between Christ's and Emmanuel Colleges should be deleted due to the effect of noise and movement of traffic on the colleges and doubts about the adequacy of the site for the size of the station which would be needed.

1954 12 01

Cambridge councillors suggest that 20 cottages fronting to East Road, 18 of which are empty, should be developed as soon as possible by the erection of flats. Under the new Development Plan East Road would become a trunk road and with the construction of the Chesterton Bridge the amount of traffic would greatly increase. This would cause a considerable widening and the possible construction of dual carriageways which would leave very little of the site of the cottages available for development

1955 02 18

A scheme for the re-development of the Fitzroy Street area as the main commercial centre of Cambridge has been submitted by a London Architect. It is a counter-proposition to the official Development Plan which could only result in the eventual complete destruction of the essential character of the city. The greater part of the area consists of out-dated two-storey cottages with

extensive yards and is largely a slum. Re-development is due and can be done without the restrictions of historical associations and high land values. There would be a series of attractive courtyards unencumbered with traffic, one of which is large enough to take the place of the present Market Hill. An essential feature of the scheme is a new thoroughfare to link Gonville Place with Victoria Avenue and complete the inner Ring Road. 55 02 18a

1955 04 23

34 Belisha beacons stolen between January & April [6.13]

1956 01 20

Kelsey Kerridge said his father had acquired land at Hangman's Corner, Barton Road, Cambridge in 1934 and gained approval to build eight houses. Now there were proposals to build a western by-pass here but it was a dangerous spot; there was a brook which was liable to flooding and any roundabout would have to take it into consideration. The County Surveyor said the proposed by-pass would carry up to 5,000 vehicles a day and benefit city traffic and delivery vans. 56 01 20b

1956 03 30

If the number of cars increases motorists won't be able to get in to Cambridge very easily because of all the stationary cars cluttering up the streets and the whole problem of parking is extremely frustrating. It is time to get tough. If we must set up car parks outside the city and run the people in by special buses then we mustn't hesitate. But the land once occupied by the old Shire Hall courts on Castle Hill would make a good site for a multi-deck car park. 56 03 30b

1956 06 29

Cambridge councillors rejected proposals for a larger roundabout at the Four Lamps, Victoria Avenue. It would involve taking land from the corner of Butts Green which would lead to protests. In due course bridges would be erected across the river to take much of the traffic. But cars often smashed traffic bollards because they could not get round. Traffic lights were the best solution. 56 06 29b

1956 07 16

Cambridge is beginning to taste the bogey of a serious traffic problem for the first time. The council has tried roundabouts, one-way street and traffic lights but the situation will worsen unless some drastic is done soon. It takes so long looking for a parking space that it would be quicker to leave the car a mile away and walk. It is better to ban all traffic from the city centre than to knock down buildings to accommodate new relief roads. Maybe this answer is too easy and not costly enough for our planners. 56 07 16b

1956 10 16

Councillors say that multi-storey car parks should be provided at Lion Yard, Saxon Street, Park Street and New Square and 170 cars should be parked on the site of the existing police flats at Parkside. But traffic congestion in Cambridge has become so acute that 'No Waiting' restrictions should be imposed in the central area and King Street made one-way. 56 10 16a

1956 10 20

Cartoon – Cambridge parking – car on spike – 56 10 20d

1956 10 20

Suggestion for car parks outside centre rather than in Lion Yard [6.23]

1957 02 05

Motorists should be charged for parking on the road as a way of reducing traffic chaos in the centre of Cambridge. People who wanted to pay visits to shops or offices could park for short periods but a car park would be cheaper for stays of more than one hour. At present motorists take little notice of the

15-minute only restrictions, many staying for two hours. People will not walk a quarter of a mile if they can find a space closer to the centre, planners claim. 57 02 05 & 05a

1957 02 16

At long last there is a street in Cambridge where cars can be parked during the hours of darkness without lights. Eleven lamp-posts in Station Road bear a special sign that mean motorists can park without even switching on the new 'clip-on' parking lights. Police say this is for the convenience of car owners who wish to travel by train and live some distance from the station. 57 02 16

1957 04 06

New traffic lights, Lensfield Rd [6.30]

1957 05 15

A revolutionary – even fantastic – scheme has been put forward to use Cambridge Castle Mound as a multi-deck car park. Tunnels would be driven into it to provide space for hundreds of cars with be entrances from Chesterton Lane, Huntingdon Road and Magrath Avenue. The dirt excavated could be used for filling in Coldham's Lane pit, providing more parking spaces or building land. There will no doubt be many objections. 57 05 15

1957 05 17

Proposals have been announced for an underground car park at Parker's Piece capable of accommodating about 5,000 vehicles. When complete it would be unaltered on the surface but beneath would be many acres of car parking space with four sloping entrances. It will take two years to build and be cheaper the present scheme for a multi-deck park on Lion Yard a councillor claims 57 05 17a [6.25, 6.30]

1957 06 18

It could cost less than £400,000 to build a car park for 800 vehicles under Parker's Piece. This is less than a multi-deck on the Lion Yard site that could only take 500 cars. The charge would be 1s 3d (07p) a session, whereas Lion Yard would be at least twice that sum. If motorists are going to be charged half-a-crown (12p) a time for the 'honour' of parking in the centre they will leave their cars outside the city or not even come at all. Then local trade would suffer, councillors claim. 57 06 18 [7.1, 7.2]

1957 07 23

Plans for a new car park at Parkside should be deferred until the proposed underground park at Parker's Piece is debated, councillors say. But they would deplore anything which would affect its amenities. The ground would take three years to be 'reinstated' ready for playing and there would be an area of the Piece which would be permanently sterilised by the construction of entrance and exit ramps, emergency escapes and ventilation apparatus. 57 07 23

1957 10 14

Proposals for an 800-space car park under Parker's Piece are technically impossible, opponents say. There are 'certain unsound features', it would be detrimental to the area and it would take years for the ground to be reinstated. The cost would probably be as great as that of the planned scheme in Lion Yard, though no car park of this nature has yet been constructed. But Labour councillors want it carried out as a matter of urgency. 57 10 14 Parker's Piece scheme rejected – 57 10 18b

1957 10 18

In 20 years' time Lion Yard car park will be outdated as the centre of the City will eventually have to be roped off from traffic, Canon Mervyn Stockwood told the council. He had frequently been up to the top of Great St Mary's and seen the appalling havoc of the central area in recent years. Now they proposed to put up a 'cheap and efficient sort of skyscraper'. He continued: "We are custodians of one of the most famous cities in the world. That sort of building cannot add to the dignity and loveliness of Cambridge" 57 10 18c

1957 11 20

Park Street car park inquiry at Shire Hall – 57 11 20b

1958 03 27

Park Street multi-storey car park plan approved, Mar [7.13]

1958 05 12

Radar trap meters have been in action in Cambridge during a speed checking programme. Results showed the majority of motorists were travelling at 36 mph with 276 vehicles going 40 mph or over and the highest recorded was 52 mph. The police say the use of the radar instrument was not publicised so speeds were what was normally experienced. They have no intention of using it to bring offenders to court at present. 58 05 12

1958 08 02

Silver Street Bridge demolished, temporary bridge erected while rebuilding takes place (reopened August 1959) [1.22, 1.24]

1958 09 27

Parking facilities in Cambridge were inadequate, said the Chief Constable. With more than 600 vehicles passing over Magdalene Bridge each hour, Park Street was a convenient site for a car park. Saxon Street park had been finished last week, work on King Street had not started and the Parkside car park was only a small one. Park Street was the one that should have first priority as a surface and multi-deck car park. But a thatched house in Clement Street built about 1700 should not be destroyed by 'this cement desert' 58 09 27 b c d

1958 10 09

Houses in Gothic street & Doric street demolished for new car park, Oct. [7.14] - pic 58 10 09a

1958 11 12

A Chesterton Bridge was proposed over 50 years ago but no work had been started. A Ministerial ruling had decided in favour of the route from Milton Road to Trumpington Road via Haig Road, Cam Road and Walnut Tree Avenue and this would be designated a Trunk Road in due course. However funds were limited and other works had priority. 58 11 12

1958 11 28

Proposal to take part of Parkers Piece for car park, Nov [7.15]

1958 12 19

Traffic over Hills Road railway bridge, a bottleneck on the principal road into Cambridge, is extremely heavy. Visibility over the summit is severely restricted and many accidents have occurred there. The existing steel plate girder bridge has deteriorated with age and now work will start to provide a new twin two-lane carriageways and footpaths. The new bridge will be designed to allow for widening should additional railway tracks be needed in the future 58 12 19b

1958 12 22

New schemes for the rebuilding of the Lion Yard car park and the surrounding area are being examined by town planning experts. It may be comprehensively re-developed to include a multi-storey car park and additional shopping facilities served by a new road passing through the middle of the area. But some say that instead of a broad shopping street, which might attract more traffic into the already overcrowded centre, it should be a 'pedestrian shopping precinct' with cars being parked a short distance away 58 12 22 [2.4]

1959 01 16

Pedestrianisation plans announced [7.17]

1959 03 20

Silver Street Bridge open to traffic – 59 03 20d

1959 04 24

Parkers Piece reprieved as car park, consider Donkey Common [7.18]

1959 04 29

Lion Yard underground car park suggested, Apr [7.19]

1959 06 20

Park & ride suggested, Jun. [7.20]

1959 07 04

A Cambridge man living in Los Angeles cautions against the new Lion Yard proposals. “Who is going to occupy the new offices and shops? If Cambridge thinks they can concentrate business in town and solve the car parking problem with a few hundred spaces they are indulging in the fondest of illusions. Parking meters in the streets don’t help: they only add to the irritation of shoppers, free parking has become the essential stock-in-trade. In America down-town shopping areas are dying and shopping centres miles out of town are the new thing.” 59 07 04

1959 08 10

There are traffic lights everywhere - but not one to be seen if you are a motorist about to join Newmarket Road from the forecourt of West’s Garage. The lights recently installed at the junction of Coldham’s Lane give both streams of traffic a fair crack of the whip, but the man who wishes to join the road after topping up his tank is left completely in the dark. A repeater light facing the forecourt might save a serious accident at this busy junction. 59 08 10

1959 08 12

Hills Road railway bridge reconstruction [44.7.3.4]

1959 08 14

The new Silver Street Bridge is now fully open and there can be no doubt it is an exceptionally handsome piece of work. But after traffic had been admitted it was reduced to a single line again, pumps were sent for, coffer dams sunk and the word went round that all was not well. Rumours said that contractors had discovered an underground cavity, the bridge was sinking and that concrete was having to be pumped in. The County Surveyor cancelled a meeting with the press but a councillor said it was normal settlement and there was nothing wrong. 59 08 14d [3.7]

1959 09 01

A Ring Road was proposed for Cambridge before the war. It was to run from Trumpington Road and Brooks Road to Coldham’s Lane, then on across Milton Road, Huntingdon Road and so to Hills Road. Thousands of pounds were spent to make a dual carriageway from Coldham’s Lane to Ditton Walk with a ramp six feet high to start the viaduct across the river. This section was completed and only required the final tarmac surface. Now half of the dual carriageways have been dug up and the ramp bulldozed & excavated several feet down & hundreds of tons of rubble carted in for new foundations to make what is left of the Ring Road curve into Ditton Walk. It appears that houses are to be built on what was actually the destroyed part of the road. The completed Ring Rd would have catered for through traffic. It cost many thousands of pounds to make and over £34,500 to destroy 59 09 01 [5]

1959 10 16

More traffic went along Newmarket Road than any other and congestion often occurred at Four Lamps Corner. Any small incident – circuses on the Common or even May Balls - holds up traffic. Victoria Bridge vibrated when heavy vehicles had to stand on it with their engines running. We need a new bridge over the river at Walnut Tree Avenue. But a temporary bridge could be thrown over the

Cam in six months by using the site of the old horse ferry next to the Chesterton footbridge. There would be a natural route for traffic up Garlic Row, Ald Symonds said. 59 10 16a & b

1960s The Cambridgeshire Collection has detailed newspaper cuttings files from this date

1960 01 21

City councillors decided to drop proposals to use Butts Green as a car park for two years - even with the Lion Yard car park finished and new car parks in King Street and Park Street, there would still not be enough parking and it would never be reinstated. The income would never meet expenditure. Eventually Cambridge would have a city centre park charging about one shilling an hour. If Butt Green was to be charged at sixpence nobody would use Lion Yard and the council would be sabotaging their own scheme. 60 01 21

1960 01 22

The traffic situation in the Fen Causeway was desperate and the only thing to do was to widen the entrance so as to permit two full streams of traffic, Alderman James urged. The council had been negotiating to buy the frontage of the Leys School since 1957 but talks with the governors had broken down and now he proposed compulsory purchase. But this was very high-handed and not the proper way to do things, councillors decided. 60 01 22

1960 03 11

The City Council is to pressure the Ministry of Transport about the proposed new bridge over the river at Chesterton. The route was approved four years ago and both Messrs Pye and Marshalls – the two large employers of labour in the area – consider it to be a matter of urgency. But the Mitcham's Corner improvement scheme would be relatively inexpensive and was being forced on them by the Government. This would further delay the proposals to provide a complete bypass on the Chesterton route. 60 03 11

1960 03 22

Work on the widening of Hills Road Bridge is slightly behind schedule but is expected to be open by the end of the year. Soon traffic will be diverted on to the new portion of the bridge to allow engineers to take down and rebuild the rest. Twelve beams of pre-stressed concrete have already been laid. When completed it will provide for a dual carriageway with a eight-foot wide footpath on either side of the bridge 60 03 22 – pic 60 03 24

1960 04 26

Parking meters may be installed in Cambridge. It would cost sixpence to park for half-an-hour in an inner zone. When the time has expired a yellow flag flicks up and a patrolling parking attendant will place a yellow excess charge notice on the car. It can then stay for a further period when a red flag flicks up. This makes the motorist subject to prosecution in the courts. Two hours later and the car can be towed away. Councillors expect a certain amount of objections from shop-keepers and think yellow lines on the roads will injure the town's appearance. 60 04 26a [7.22]

1960 06 21

It took twenty men twenty hours at the week-end to demolish Cambridge's old Hills Road bridge – twice as long as the contractors had anticipated. Originally it was thought that the removal of 140 tons of steel girders would take a little over eight hours, but the trains passing underneath proved a little more troublesome than expected. The men took advantage of the frequent breaks to wipe the sweat from their brows and light a cigarette. The scene resembled firework night for, as the oxyacetylene guns cut through the girders, a spray of red hot sparks would fall on the ground giving an impression of a 'golden rain' 60 06 21

1960 08 12

Plans for a proposed dual carriage road from Cambridge to Newmarket show the existing roadway as the 'left-hand' lane with a similar road running parallel to take traffic in the opposite direction. The

famous avenue of trees near the July racecourse would act as a division between the two carriageways. There could be a roundabout where the road joins the A11 at Stetchworth Toll. Repairs and modifications have been carried out on the existing road for 14 years. Some of the first workmen employed just after the war were German prisoners. 60 08 12

1960 09 07

Sidney Street widened to ease traffic flow [1.10, 7.23a]

1960 10 05

A ten ton tank filled to capacity and mounted on a trailer drawn by an articulated vehicle turned over as it was negotiating the roundabout at the Newnham end of Fen Causeway. As it fell it hit a parked car a glancing blow. The industrial glue trickled out of the tank's head in a steady stream and traffic had to be controlled while a breakdown truck towed away the car. The resin, used for making chip board, was on its way from the CIBA factory at Duxford. As there was no crane in Cambridge capable of raising the tank, Welch's Transport of Stapleford, sent two six-ton vehicles, and after the resin had been pumped out into other tankers, managed to complete the job shortly after midnight. The final traces of the accident were cleared away when council workers washed down the road 60 10 05

1960 10 12

Sir – plans to make the centre of Cambridge a 'Pink Zone' with parking meters will have serious implications. Whereas currently 50 cars are parked in Jesus Lane, only 30 can be accommodated at meters. The result will be chaos with cars milling round in vain trying to find a parking space. Can anyone imagine a motorist being prepared to pay sixpence or a shilling to leave his car for three minutes while he takes his suit to the cleaners? Lion Yard is often full by 9.30 am and if the city is to prosper we must have space for vehicles. The only answer is to provide some very large multi-deck parks, then make motorists use them by restricting waiting on the street – 'Fair Play' 60 10 12

1960 11 24

'Elizabeth Bridge' approved in principle [494.8.5]

1960 12 09

"Parking problem continues to grow" feature [7.23]

1960 12 17

Hills Road railway bridge is functioning almost as normal again. After a year's work during which the traffic has had to contend with considerable difficulties, the road is now suitable for two-lane traffic. Resurfacing will not be carried on for another 12 months in order to allow the sufficient subsidence of the present structure and for several more weeks workmen will be patching up. Work on Churchill College continues as does work on 13 three-storey terrace houses and 60 maisonettes at East Road. Most have their roofs on and one block of houses has its windows in. 60 12 17b

1961 01 02

A questionnaire shows that most people think the Lion Yard area should include a concert hall, civic restaurant, hotel and assize court together with a library. This should feature a record section, an art lending department, reading room and small exhibition area. There should be a municipal crèche where children could be left while their parents shopped and a car park reserved for those who worked in the Guildhall. Half of the respondents were in favour of traffic wardens and parking meters, though some said they had no experience of them, while 81 per cent wanted a pedestrian precinct. Other suggestions included a news cinema where people could wait in comfort for evening buses and supermarkets near the edge of the city 61 01 02a

1961 01 20

New Square was a very good site for a multi-deck car park, councillors were told. But Coun P.J. Warren said that when the site was conveyed to the Corporation in 1923 they'd given an undertaking

that no building would ever be erected there. Even now they were spoiling the best example of domestic lay-out in Cambridge. People who lived in New Square already had enough to put up with without such a suggestion. It should never be raised again in their lifetime, the Traffic Committee agreed 61 01 20

1961 01 25

Corner at Northampton Street traffic lights being widened [19.8]

1961 02 01

Traffic lights installed at junction Brooklands Avenue and Trumpington Rd – 61 02 01

1961 04 28

City councillors decided to go ahead with a plan for a multi-deck car park with shops and filling station on the ground floor, in King Street. Steps will be taken to acquire the land from Jesus College by compulsory purchase if necessary. Congestion in the city centre is getting near to desperate: eventually parking meters would be needed and there had to be somewhere for cars to go. But it would commit the council to building a multi-deck car park when there were no details of the financial implications, Councillor Warren warned. 61 04 28c

1961 06 22

The Minister of Transport has issued orders for the construction of a new bridge over the Cam at Walnut Tree Avenue. Now work can start 61 06 22 [494.8.5]

1961 06 30

The proposed King Street car park would have to earn three shillings and three pence per car space per day. But apart from Saturdays the car park would not be filled by members of the public. The Lion Yard only took three shillings – though councillors and employees parked there free. However they would also put in parking meters and with car parking meters there would be no worries about the multi-storey car park. But a shop and filling station were an important part of the project 61 06 30a

1961 07 01

Permission to build a temporary Bailey Bridge over the River Cam at Chesterton has been refused. The Minister appreciates the council's desire to reduce the amount of cross river traffic using the Victoria Avenue – Victoria Bridge route but it would attract additional vehicles through narrow and tortuous roads. Proposals to restrict the bridge to local traffic and impose weight restrictions to prevent its use by heavy lorries would not work, he says. Now the Council will proceed with plans for a new permanent bridge 61 07 01

1961 07 08

By 1966 it is hoped that the new trunk-road linking the main Cambridge-London and Cambridge-Newmarket Roads will have been fully operational for some years. East Road would then be carrying about 1,000 vehicles an hour and Winton-Smith applied to build a petrol station in place of their slaughter house. But planners told an Inquiry that it would interfere with the free flow of traffic and cause confusion for motorists 61 07 08

1961 10 09

Inner Relief Road: general line was known in 1950, more details 1954. Would provide access to centre point without permitting traffic to enter central area and divert non-stopping traffic from centre [2.4]

1961 10 12

County propose new Mitcham's, demolish property etc, Minister says too costly 1962 [494.4.8]

1961 10 31

Trees being removed from Four Lamps area in preparation for road widening scheme and alterations to roundabout 61 10 31a

1961 11 09

Maids Causeway trees cut down to widen roundabout – 61 11 09

1961 12 01

Traffic lights installed at junction Brooklands Avenue and Trumpington Rd – 61 02 01

1962 01 05

Barnwell and Wadloes Roads, sections of the Whitehill housing estate, were intended to be part of a ring road on the eastern side of Cambridge. That project was abandoned years ago but now they could form part of a proposed eastern by-pass. This should take priority over the ‘Spine Relief Road’ which was planned to run from Huntingdon Road, across Chesterton Road, over the river and up to Jesus Lane, councillors agreed. 62 01 05a

1962 01 26

Mitcham’s experiment - sends traffic along Milton Rd to Chesterton Hall Crescent before back Chesterton Road, protests, leads jams Chesterton Hall Crescent, dropped [19.10] [19.9]

1962

Inner Relief road inquiry only lukewarm support for Northern part; would be bypass for Magdalene Street & Bridge Street only as other uses fall away [2.3]

1962 01 10

County proposals new Mitcham’s, demolish property etc - Minister says too costly [4.8]

1962 01 31

An experiment to prevent traffic jams at Mitcham’s Corner was judged a success. It reroutes traffic along the Milton Road junction road island around the houses, and makes several of the nearby side streets one-way only. One-way traffic means cars could use the whole of the road and motorists would soon get used to it. Only three policemen would be needed to help control the traffic if the scheme was put into operation. 62 01 31

1962 02 02

The city council want a three-storey car park in King Street, between Malcolm Street and Manor Street. There would be space for 260 cars together with a filling station and a maximum of nine shops. It would form part of the pattern of perimeter car parks with another in Park Street. There would be an inner ‘control zone’ and an outer area for car parking administered by meters. This would accommodate over 400 more vehicles and relieve congestion. Motorists were reluctant to use parks away from the city centre as they wanted to get as near as possible to their places of work, an Inquiry was told. 62 02 20 & a 62 03 22a [7.24]

1962 04 11

A special road island will be built so that a 50 ft elm tree can retain its present position near Four Lamps Roundabout. Part of Butt Green has been cut away to make room for a wider roadway and now the tree, which once stood on the Green, is in the middle of the main road. Other elms were cut down as part of the scheme to speed the traffic flow and reduce congestion. Work has taken much longer than expected because of the large number of cables and wires that needed re-routing 62 04 11

1962 04 17

Parking meters approved [7.25]

1962 06 05

Traffic speed limit outskirts now 40 [19.11]

1962 06 08

Sir – the subject of traffic problems is perennially popular. I suggest building an orbital road around Cambridge with a number of tiered car parks. All cars would be required to park and the journey would be completed by bus. Since everyone would use them the service would be well patronised. It would spare Cambridge from being a mere island set amid roads and car parks, bathed in swirling mists of exhaust, serenaded by that odious sound of creeping, choking traffic – R. Hennessey, Brookside. 62 06 08c

1962 06 09

“Leave all cars at city boundary & travel by bus” [19.12]

1962 07 05

County Council plans for a new “Inner Relief Road” linking the Huntingdon Road-Castle Hill junction with Hyde Park Corner would cost £932,000 (£16.3m today). There would be a new bridge over the Cam at Jesus Green with an underpass at Four Lamps before the road continued to Parkside and Regent Street. This figure did not include the cost of acquiring additional land. It was needed to deal with traffic problems in Magdalene Street which is very narrow, an Inquiry was told. 62 07 05b

1962 07 19

The University’s plans for Cambridge envisage a new shopping area off Fitzroy Street providing sites for large retailing units, segregated pedestrians and vehicular traffic areas and car parking close enough for shoppers to walk. All future schemes for redevelopment of University sites should have adequate car parking; this is the University’s view and they will bear their share of the car parking burden, the Estate Manager told an Inquiry. 62 07 19

1962 09 05

Bulldozers and heavy earth-moving machinery have been followed by a fleet of lorries as clearance work starts on the site of the new multi-deck car park in Park Street. It should be completed within nine months and will form an integral part of the new parking meter system for which the City Council is to seek Ministry approval. Councillors are still waiting a decision on their earlier application for another multi-storey car park about 200 yards away in King Street 62 09 05

1962 11 23

Roundabout at Perne Road – Birdwood Rd junction starts – 62 11 23a

1963 03 04

Houses in Walnut Tree Avenue have been bought by the Ministry of Transport for demolition when the dual-carriageway for the proposed Chesterton bridge route is constructed. One side of Cam Road will also have to be demolished. It is expected that negotiations for the 30 properties involved will take a year to complete. The first part of the scheme will link Newmarket Road with Chesterton and Milton Roads. Later the existing roads of Lensfield Road, Gonville Place and East Road will feed into a roundabout at the junction of Sun Street and Newmarket Road 63 03 04b

1963 03 22

Logie scheme for underground loop road & car parks from Emmanuel Road to Jesus Lane to give traffic access but unspoilt centre. Plan would extend Lion Yard pedestrian precinct to include Petty Cury, Market Square, Market Street and the area near the Senate House, stopping through traffic along King’s Parade and Trinity Street. Would be an underground loop road from Emmanuel Road, under Lion Yard and up to Jesus Lane – 63 03 22a [7.26] [9]

1963 03 28

Editorial: “They come thick & fast - plans for the University’s New Museums Site, plans for underground car parks with an attendant underground road, plans for parking meters, plans for a new surface water sewer, plans for a design policy for the control of the visual appearance of Cambridge.

Indeed never in the history of Cambridge has there been such a paradisaical period for planners. And now ... County's turn with a scheme for a new village to the North of Cambridge" 63 03 28 [2.14]

1963 04 03

The new car park at the rear of Queen Anne Terrace has now been completed and is open for public use, free of charge. It adjoins the car park at the new swimming pool which can accommodate 67 cars and has been constructed as part of the council's policy for traffic control in anticipation of the Minister's approval of the parking meter scheme. The multi-storey car park in Park Street should be in use by the middle of the year and a decision is awaited on an application for another in King Street 63 04 03

1963 04 20

Ministry receive 53 objections to meters, Apr; charges would be 1/- hour inner zone, 1/- 2 hours outer zone; would be profit of £10,000 pa on controlled scheme, income from meters would pay for themselves within 3 years [8.2, 16.6]

1963 05 01

Minister criticised over delays King St multi-storey which would supplement Park St, waiting 13½ months. City-controlled scheme first discussed 1960. Charges would be 1/- an hour in inner zone, 1/- for two hours in outer. Would be profit of £10,000 pa on controlled scheme, income from meters would pay for them within three years [16.6]

1963 05 15

The Government rejected the City Council's scheme to build a multi-storey car park together with shops and a petrol filling station on land near the Malcolm Street junction at King Street. The site is obscurely located in a residential area and the roads leading to it are narrow, awkward and unsatisfactory. It would cause serious detriment to adjoining properties and initiate a substantial commercial encroachment to the detriment of the special qualities of the cultural and central area of the city. An alternative site should be found, the Minister says 63 05 15, 63 05 11

1963 07 16

The introduction of parking meters will cure Cambridge's traffic problems, say councillors. There will be sufficient off-street parking for motorists staying for any length of time. At present people move police 'No Waiting' signs and hope they will not be caught. When they drive away others pull into the gap without bothering to check whether they are in a restricted zone. Although police decorate them with pink tickets, the cars still obstruct a length of street until they are eventually moved. But many of the new parks are a considerable distance from the centre and motorists will just not park in Saxon Street or Queen Anne Terrace and walk in. Rooftop parking will have to be employed, perhaps at the former Herbert Robinson property. 63 07 16

1963 10 02

Part of the East Road dual carriageway is now open. 63 10 02

1963 10 28

Park street multi-storey car park opens, Oct, thatched cottage to come down if extensions [8.4, 446.15.6]

1963 11 12

Cambridgeshire has a higher ratio of road vehicles per head of population than the national average – about one to every six. Peak hour travel is increasing as more people use their cars to journey to work. If this continues the demand for all-day parking space will increase at a greater rate than the demand for shorter parking. Increased parking and traffic loads have given rise to severe congestion and journey times have steadily increased. But one third of the traffic in the central area has no business there. The proposed Chesterton bridge scheme is thus of the highest priority, a report says. 63 11 12 & a

1964 01 16

Gordon Logie, the City Architect spoke of his desire to see the central area of Cambridge used for pedestrians only. Traffic conditions were 'frightful', especially on Saturday afternoons. "It will be impossible for everyone to drive into the centre in the future. I am afraid that most people will have to walk in from the outer fringe car parks or travel by shuttle-service public transport", he told the Trades Council. He would like to see a new city hall and central library to replace some out-of-date shops in an attempt to make the central area more pleasant. 64 01 16

1964 01 31

Chesterton bridge could be started in 1967 – 64 01 31

1964 02 20

Cambridge police are looking for 24 traffic wardens to patrol streets when parking meters are installed. They will help motorists to do their business in the city centre and enforce regulations to allow free movement of traffic. There will be 450 meters giving one hour for a shilling in the central shopping district, two hours further out. Men with a genuine desire to serve the public will find it an interesting and rewarding job. The salary starts at £13 a week. 64 01 20b

1964 02 21

Chesterton Bridge Route, (Elizabeth Way), published ;17 houses to be demolished, 67 gardens affected – 64 02 21c

1964 03 04

Houses in Walnut Tree Avenue have been bought by the Ministry of Transport for demolition when the dual-carriageway for the proposed Chesterton Bridge Route is constructed. One side of Cam Road will also have to be demolished. It is expected that negotiations for the 30 properties involved will take a year to complete. The first part of the scheme will link Newmarket Road with Chesterton and Milton Roads. Later the existing roads of Lensfield Road, Gonville Place and East Road will feed into a roundabout at the junction of Sun Street and Newmarket Road 64 03 04b

1964 03 11

Cam Road & Haig Road householders fear they will lose homes with Chesterton Bridge route – 64 03 11

1964 04 01

Lion Yard car park as traffic meters come into operation – 64 04 01

1964 04 02

The Mayor of Cambridge fed a parking meter on Peas Hill with a shilling "to make them hungry and ready to bite" as one official put it, and set the new parking scheme in motion. . Long queues of traffic soon formed in streets leading to the Lion Yard car park and motorists had some acid remarks about the meters. A moped rider complained about finding a ticket stuck to his bike with thirteen inches of sticky tape. From the number of excess charges shown on the meters the city coffers will soon begin to bulge 64 04 01. 64 04 02b

1964 04 10

Work on Cambridge's Eastern Bypass was interrupted by the war and today only a short section is in existence. It runs from Wadloes Road, across the main Newmarket Road and peters out at the end of Barnwell Road where a muddy track and footpaths picks its way towards Coldham's Lane. Standing amid the rubbish dumps, tumbledown sheds and chicken houses which adorn this part of the route one can hear the distant rumble of traffic on Newmarket Road. It is likely to be many years before the scheme is revived. 64 04 10 [7]

1964 04 30

A Regent Street trader has lost 78 per cent of his usual turnover since parking meters were introduced, Cambridge Chamber of Commerce was told. A survey of over 30 shops showed the average loss in turnover as 45%. There should be a reduction in rateable values and compensation for businesses which are forced to close. Meters should be closed down and a return made to unilateral parking supervised by wardens. But the Parking Committee chairman said that if motorists used the meters to the full they would get most of their customers back 64 04 30

1964 06 18

Meters fail to pay new Park Street car park losses – 64 06 18

1964 06 30

A car park was needed on the West side of the river to help clear Queen's Road and they should consider an underground car park at the Backs, councillors heard. Park Street was a mistake because it was too near the city centre but Coe Fen was one of the best places for a surface car park. Queen Anne Terrace was a marvellous site as it could have a basement, three or four storeys of flats and a roof garden restaurant. There would be a mini-bus to get shoppers into the centre which meant the Lion Yard would be used more by people who came to park for the day. 64 06 30

1964 07 07

"We must take action over parking", off-street parks near perimeter town centre [16.9]

1964 09 02

No new industries employing more than five people will be established and only a moderate expansion of those existing will be approved, says the Minister of Housing in his review of the Cambridge Town Map. The inner relief road will be rerouted to take it clear of Jesus College grounds and Marshall's garage and the Western Bypass will now run next to the University Observatory and behind properties in Storey's Way. Local shopping centres will be expanded at Mitcham's Corner, Mill Road and at the corner of Alex Wood Road. There will also be a car park to the south of Silver Street. 64 09 02

1964 09 15

Inner Relief Road: The first stage of Cambridge's Inner Relief Road would comprise twin-carriageways starting with a roundabout at Murkett's Corner, on the junction of Huntingdon and Histon Roads. The planned road goes southward through the Rex Cinema site, leaving space for the proposed law courts near Shire Hall. As it approaches Chesterton Road there will be a flyover to take the main traffic flow over a roundabout. Then there would be a new bridge over the Cam before it crosses Jesus Green parallel to Park Parade. A subway will give access under the road to Jesus Green. 64 09 15 [2.3, 2.1]

1964 09 22

Inner Relief Road: dual carriageway would split city [2.3]

1964 10 08

Cambridge Ring Road – the eastern bypass which was proposed before the war – is today bordered by rows of neat council houses and old peoples' flats. It runs from Fen Ditton to the main road under the name Wadloes Road then crosses Newmarket Road and continues as Barnwell Road. Then it peters out into a track behind Cambridge Airport until finally reaching Coldham's Lane. Now a new Inner Relief Road is proposed from Huntingdon Road to Jesus Green. But will either of them ever be completed? 64 10 08

1964 10 09

Controversial plans for an inner relief road have been deferred. The general line of the road had been known since 1950. It would be an alternative to Magdalene Bridge and give better access to Park Street car park. But people along the proposed cannot sell their houses because of the uncertainty. If the Press had not reported council meetings they would not have known anything about it. 64 10 09f

1964 10 15

The City Architect will prepare a scheme for car parking on Cambridge council estates. This could be on the verge side, by rear access roads, garage courts and in front gardens. Coun. Reilly said it was wrong that people in private houses should be allowed to park in front of their property while council house tenants were barred from doing so. This was especially clear in roads where there were both council and private properties. But his pleas for council tenants to park cars on their front gardens were defeated. 64 10 15a

1964 10 15

Civic Society criticises Inner Relief Road - 64 10 15

1964 11 09

Chesterton Bridge route (Elizabeth Way) Inquiry); would bring very heavy traffic within feet of residents. Needed before Inner Relief Road – 64 11 10a [2.5]

1964 12 04

Frederick Drayton Porter, Cambridgeshire's Chief Constable has 30 years experience and vivid memories of the 18 murder cases he has investigated in Nottinghamshire where there were 14,000 indictable offences last year. By contract in Cambridge there were 2,300 crimes, of which a large proportion concerned cycles. Traffic and parking is the major problem. Since the introduction of parking meters the movement of traffic is much better, but a policeman should be able to tell a motorist where to park, he says. 64 12 04

1965 02 08

Report urges both Elizabeth Bridge & Inner Relief Road [2.6]

1965 02 18

Meters are killing city says trader – would die as regional centre unless handles cars efficiently – 65 02 18i

1965 03 04

Bypass for Cambridge proposed in Development Plan – 65 03 04a

1965 03 10

Newmarket Road work on dual carriageway – 65 03 10b, 65 03 25b

1965 03 15

City split but favour Inner Relief Road before Bypass [8.7]

1964 03 30

Western bypass a priority along with ban on all vehicles parking Queen's Road – 65 03 30b

1965 04 02

Inner Relief Road protests over Minister's decision not to modify line of road – 65 04 02c

1965 04 08

Double-yellow lines introduced, began painting March, 16 miles [16.10]

1965 04 22

Inner Relief Road: Minister announces no modification Inner Relief line to save Jesus grounds, protests [2.8]

1965 05 17

Minister of Transport to authorise the building Chesterton Bridge Route (Elizabeth Way) following public inquiry – 65 05 17

1965 05 18

Cam Road house on route of Elizabeth Way to be demolished; others to follow – 65 05 18a

1965 05 30

Western bypass a priority along with ban on all vehicles parking Queen's Road – 65 03 30b

1965 06 04

Newmarket Rd dualled [446.15.3]

1965 06 04

Inner Relief Road recommendation by single vote – 65 06 04

1965 07 07

Inner Relief Road – 2,000 petition Minister – 65 05 07

1965 07 13

Inner Relief Road: City reject but new plan to widen Victoria Ave to dual carriageway with new bridge; County continue Inner; city decide in favour again [2.9,2.10,2.11]

1965 10 12

Minister Transport does not consider improvement Victoria Avenue as alternative Inner Relief Road – 65 10 12d,f

1965 10 30

Inner Relief Road lobby charges denied – 65 10 30

1965 11 19

Councillors back Inner Relief Road – 65 11 19a

1966

Logie unveils "Shopping Growth" plan, six possible schemes for Kite area. Includes Christ's Pieces with underground car park. Debate about Inner Relief Road would mean dual carriageway between two shopping centres. Are scrapped a few months later amid accusations that 20 years have been wasted [9] [494.5.5]

1966 01 07

Mitcham's corner traffic at night photo – 66 01 07a

1966 01 12

By year 2000 the population of Cambridge and area within six miles may have doubled from present size of 300,000 and light industrial development may be firmly established. High-speed roads will bypass a star-shaped city with network of cycle tracks, says City architect, Gordon Logie – 66 01 12

1966 01 19

New Square car park bridge, redevelopment [12.11]

1966 01 21

New Square Residents Association issue 'The Second Centre' report opposing Inner Relief Road; seeks bus station Gold Street, one-way streets, commercial development – 66 01 21c

1966 03 16

Crumbling Cambridge: depression lurks over centre re transport policies – feature – 66 03 16a

1966 04 28

Could be western by-pass and motorway to north, City Architect Logie predicts – 66 04 28d

1966 12 02

“Outer bypass to come in early 1970s” [2.12]

1966 12 02

Rival relief road plan to be discussed by city council – 66 12 02a

1966 12 14

How much more traffic can Cambridge take – article – 66 12 14, 14a

1966 12 28

Experimental one-way traffic system for Romsey roads to start – 66 12 28

1967

Travers Morgan report on Cambridge Transport jointly commissioned in 1967 by the Cambridge city and County Councils and the University. It was to be carried out by R. Travers Morgan and Partners and was estimated at that time to cost £78,000 [18.2]

1967 03 03

Mitcham’s Corner, second huge island created between Chesterton Rd & Victoria Rd – 67 03 03b [12.10, 19.16]

1967 03 03

‘Heart of Cambridge’ planning report envisages shopping centre surrounded by traffic-free area – 67 03 03a

1967 03 16

Elizabeth Bridge: first details Chesterton Bridge route [2.13]

1967 05 18

Inner Relief Road: New plan Newmarket Road - East Road, stage three Inner Relief, several others – 67 05 18a [2.13]

1967 06 02

Traffic wardens start issuing on-the-spot tickets; if pay £2 fine motorists avoid a conviction – 67 06 02

1967 06 28

Magdalene Bridge has two-inch sag; will be closed to buses and heavy lorries for at least a year while repairs carried out. (New bridge proposed 1968. Ministry ‘to replace in 1971’). – 67 06 28a

1967 08 02

Mitcham’s Corner redevelopment leaves row of houses on island [12.10,19.16]

1967 11 01

Surveyors report on traffic one of most comprehensive ... also instructive in another context - a notable lack of reference to the City Architects department & almost total absence of any obvious exchange of views [19.17]

1968 04 19

Elizabeth bridge work starts, delayed [494.8.8]

1968 10 24

Parker's Piece plan to be re-examined, shelved 10 years ago, scrapped [4.4]

1968 07

Elizabeth Bridge inquiry [2.14]

1968 10 31

Relief Road: Proposed tunnel allowing New Square to go back to grass [2.15]

1968 11 01

Problems of multi-deck car park – photo Park Street and Lion Yard – 68 11 01b

1968 12 09

Emmanuel street widened - substitute for Drummer St with 750 ft lay-by [5.13] [12.12]

1969

Victoria Ave traffic 30,000 a day & worsening by 1,000 per hour in 7 years up to 1967 [17.1]

1969

Cars stopped parking Market Hill [12.7]

1969 03 24

Inner Relief Road: Minister refuses allow City compulsory purchase powers Inner Relief; “puts traffic problems back 10 years” [3.1]

1969 04 24

Inner Relief Road scheme rejected by Minister – 69 04 24, 24a

1969 05 02

Inner Relief Road rejection – what now – 69 05 02b

1969 05 02

Victoria Ave traffic 30,000 a day & worsening by 1,000 per hour in 7 years up to 1967 [17.1]

1969 05 20

East Road roundabout planted with flowers – photo – 69 05 20

1969 05 30

Rose Crescent to close to traffic [17.2]

1969 07 10

Elizabeth Bridge engineering problems – feature – 69 07 10

1969 07 25

Queen Anne Terrace car park plans approved, to open next June – 69 07 25

1969 06 24

Walnut Tree Avenue site for storage equipment for construction Elizabeth Bridge; Banham's boatyard has moved to new premises, ferry remains – 69 06 24

1969 10 12

Inner Relief Road: new road planned to replace Inner Relief; Huntingdon Road to Trumpington Road [3.2]

1969 11 04

Magdalene Bridge to be replaced with present cast-iron structure replaced with 'a simple modern design', says Ministry – 69 11 04

1969 11 20

Tunnellers prepare for Elizabeth Bridge, divert pipes underground – profile – 69 11 20

1969 12 12

Double parking meter charges [16.11]

1969 12 13

Christmas traffic kos police, streets blocked by cars en route Lion Yard, close Downing St from St Andrews St end, open outer parks; police use emergency powers. Motorists headed for car parks on edge of city, Midsummer Common, Shire Hall – 69 12 13 [17.3]

1970

1970 01 06

Mitcham's end house of terrace demolished so large lorries get round more easily [446.10.4]

1970 03 13

Elizabeth Bridge last concrete span fixed in place – 70 03 13a

1970 04 21

Park & ride suggestion [17.4]

1970 05 22

Newmarket Road new roundabout – photo – 70 05 18a

1970 05 22

Elizabeth Way taking shape – aerial photo – 70 05 22a

1970 06 02

Public works committee members cross Cam on ferry at inspection Elizabeth Bridge – photo – 70 06 02

1970 09 17

Western Bypass announced [3.11]

1970 09 21

One-way scheme around Lion Yard car park experiment, causes one of biggest jams ever [17.5]

1970 09 22

Elizabeth Bridge construction work photos – 70 09 22

1970 12 03

Lion Yard car park from Corn Exchange Roof – photo – 70 12 03

1971

Proposal 400 sq yds entrance Queen Anne car park, petition, DOE inquiry, postponed [4.5]

1971

Magdalene Bridge inquiry 1971, to be preserved 1972,

1971 02 12

Northern bypass line announced [3.12]

1971 02 22

Speed limits raised from 30-40 mph [16.1]

1971 03 18

Magdalene Street made one way from centre outwards due road works [17.6]

1971 03 18

Ted Salisbury build new garage with showrooms on site of Elizabeth Way; started 52 years ago when heard rumours of new bridge – 71 03 18

1971 03 24

Pelican crossings introduced [16.2]

1971 05 13

Western Relief Road proposed across Lammas Land, parallel to Fen Causeway, prompts mass protest – 71 05 13 [3.3]

1971 05 22

100 more meters, double charges and double yellow lines introduced – 71 05 22

1971 06 26

Prof Colin Buchanan engaged by Cambridge Preservation and Civic societies to prepare plan for Cambridge development – 71 06 26 profile – 71 08 28

1971 07 13

Elizabeth Bridge and approach roads opened by Lord Butler. It included a major approach road from Milton Road to Newmarket Road with roundabout on Chesterton Road which completely transformed Hawthorn Way, Cam Road, Haig Road and Walnut Tree Avenue – 71 07 13; review feature – 71 07 13a, b, c, d; complaints – 71 07 15a. 1971 07 13. Initially Speeds traffic 'like motoring on Sunday morning' – 71 07 14. Brings problems people living beside it – 71 07 15 complaints – 71 07 15a. 21,000 vehicles use per day 71 09 22 [8.9]

1971 10 07

Queen Anne Terrace car park opened, proposal 400 sq yds entrance Queen Anne car park, petition, Department of Environment inquiry, postponed [4.5]

1971 11 01

Queen Anne car park unused; photo parking Kings Parade – 71 11 01

1971 11 15

Pressure to ban all traffic from Petty Cury [17.7]

1972 02 01

Petty Cury closed to traffic. Coun Chris Gough-Goodman and Jennifer Hall dine in Petty Cury to mark first day of pedestrianisation – 72 02 01; both ends blocked for trial period – 72 02 01a. Petty Cury reopens end of month but closed & Corn Exchange Street opened June [12.13] [2.6]

1972 03 01

The Cambridge M.P., Mr David Lane yesterday waived aside professional traffic statistics and asked those at the by-pass inquiry to use their eyes and their common sense. In a statement to the three-week old inquiry Mr Lane gave his whole-hearted support to both the proposed western and northern bypasses and claimed to have the backing of most people in Cambridge. A woman living in Elizabeth Way wrote "On this bend to which the big lorries cruise and then rev up hard out of it it is one

frightful nightmare and the fumes are really killing". A man living in Chesterton Road wrote: "Life is now intolerable and the only acceptable answer is an alternative route by-passing the city altogether" In supporting the northern bypass Mr Lane said disturbance to Girton village must be minimised.

1972 03 02

Buchanan Report suggests main town road - Inner Relief Road, Brooklands Ave to A45

1972 03 02

Elizabeth Way noise plan rejected, p12

1972 03 11

The former Ministry of Housing and Local Government simultaneously agreed to the building of one of the world's biggest radio telescopes near Cambridge and the routing of a major road straight through it, the inquiry (into the Western bypass) heard yesterday. Professor Sir Martin Ryle said in 1966 an application for a grant to build a 5 km radio telescope along the line of the old Bletchley to Cambridge railway at Lord's Bridge and extend it as far as the bridge over the River Cam was being discussed. A grant of more than £2 million was made for the telescope. Later it was learned that discussions had led to a route for the Cambridge Western bypass which passed through the line of telescopes. As a result the size of the telescope had to be reduced to 4.6 km with a considerable loss of power and the instrument was site half-a-mile further west. In 1970 it was announced that the by-pass was to be built as a motorway. Then it became known that radar devices were being developed for long-distance vehicles to prevent multiple motorway crashes. It seems likely that some of these devices will be introduced during the next five years.

1972 04 21

The traffic lights at the Trumpington Road – Lensfield Road -Fen Causeway junction in Cambridge are expected to be working again this weekend. Some new lights control equipment which went wrong before it was installed last week has been returned from the makers. The City council had intended to install the equipment in a bid to cut delays at the junction. Traffic experts consider that the system which was working until last week gave preference to "minority groups" and caused hold-ups for most other road users. There had been no reports of accidents so far on the corner but the City Surveyor, Geoffrey Cresswell, feared that motorists might get used having no lights at the junction and be tempted to take chances, p28

1972 05 19

Faith, Hope and Charity will never be quite the same again if the Government go ahead with their proposed motorway interchange at Girton. Faith, Hope and Charity are the names of three fields on the Cambridge University Farm - and their future is in some doubt because they lie at the exact spot where the city's Northern and Western bypasses are due to meet up with the A604. Although the university farm has some picturesque names - Youngman's Pasture, Pheasant Meadow and Stickfast - it is an experimental unit rather than a pure agricultural investment

1972 05 31

A free parking bonus will be given to motorists using Cambridge's show-piece Lion Yard car park during its first weeks operation after the opening date on July 24 The city's Traffic and Parking Committee decided to cut parking charges by 5p during the working day for the first week, which means one hour's free parking during each parking period. If a motorist leaves his car at Lion Yard for one hour or less it will be completely free 72 05 31

1972 06 05

Petty Cury, Cambridge, was closed to all vehicle traffic today and handed back to pedestrians for the second time this year. It is likely to stay closed to traffic for at least two years and perhaps permanently. The same city centre street was closed to traffic for a month's experiment in February which was rated highly successful. The whole of the southern side of Petty Cury will be demolished in the next three months and a new central library will appear within the next three years 72 06 05

1972 06 22

Elizabeth Way jams, p8

1972 07 13

For simple country folk, such as myself, living to the north of Cambridge, the Elizabeth Bridge is a godsend. For a year now it has enabled me to leave my home, 17 miles from the city, at a civilised hour and be at my office desk within 30 minutes. And in the evenings all I have to do is find my lane and with minimal traffic hold-ups be out on the A10 to Ely again. It now seems hard to remember than once one allowed at least 20 minutes for the Newmarket road- Arbury road run at either peak hour: that to be stuck interminably at Mitcham's Corner was a commonplace. Today my only wish is that more and more improvements are allowed by the planners so that everyone can enjoy a quality of life freed as much as possible from traffic pollution 72 07 13

1972 07 24

The Lion Yard multi-deck car park opens on Monday proving another 500 car spaces within a stone's throw of the centre of Cambridge. The completion marks the first stage of the city council's multi million redevelopment project for the area - which was first proposed nearly 25 years ago. The new park, which aims to cater for the shopper and the shortstay motorist, is the second major car park to open in the city in less than a year. The other is at Queen Anne Terrace, which opened last October. The usual parking fees will be 5p for the first hour, 15p for two hours, 25p for three hours, up to a maximum of 75p for 10 hours. The council hope the prices will encourage people who work in the city centre to leave their cars in the parks away from the centre, like New Square and Prospect Row, where the charges are considerably less.

1972 08 03

Traffic study urges new relief road, p1 & p13

1972 08 04

Buchanan Report: 72-day inquiry into Railway Route; longest & most involved inquiry ever seen; [494.6.7]

1972 08 05

The long-awaited Cambridge Transportation Study was finally published yesterday. It is two years overdue and has cost £113,000 - almost £1,000 a page. It was jointly commissioned in 1967 by the Cambridge city and County Councils and the University. It was to be carried out by R. Travers Morgan and Partners and was estimated at that time to cost £78,000. Its major proposals include a Railway Road leaving the A10 south of the Trumpington street traffic lights, hugging the northbound railway track all the way to Newmarket Road. After crossing the Cam the new road would veer sharply west to follow the St Ives railway line along to the A10 Milton Road before linking up with Arbury Road. The Railway Road should be largely dual two-lane carriageway. Full construction could take many years

1972 08 07

The Backs have been described as "one of the world's most beautiful assemblies of buildings and grass and trees". Queen's Road, which skirts The Backs, is also one of the busiest heavy lorry roads in Cambridge. For many years the university have urged the closure of Queen's Road to through traffic, but the counter-argument is that there is no other convenient traffic route in west Cambridge. Travers Morgan's Transportation Study proposes a new West Road which would carry some 60 per cent of the traffic using Queens Road and Grange Road which would then be closed, to bring peace once again to the Backs

1972 08 08

I was among the first into the new Lion Yard multi-deck car park when it opened. The public hadn't really caught on, and the vast concrete halls echoed emptily to the dumpers and merry shouts of

workmen still constructing it. Later in the week I returned. Now the park was known and very full. It was clearly making an impression on the parking situation in Cambridge for there were now more parking meters available than usual. It won't be until all the decks are in use at Lion Yard that the final effect on Cambridge parking will be seen. In my view it must be beneficial – Rodney Tibbs

1972 08 25

Liberals scrap Relief Roads, p26

1972 09 11

Scrap city centre parking meters call, p12

1972 12 07

Network of cycleways urged [17.8]

1973 01 19

Inner Relief Road rejected by one vote [3.4]

1973 01 26

Petty Cury & Guildhall Street to be blocked Market Hill end, extend Petty Cury pedestrian scheme [17.9]

1973 01 27

I hope it will not have escaped notice that in the absence of any signals, traffic is now flowing through the Trumpington Road / Lensfield Road / Fen Causeway junction nearly as quickly as it did a year ago, when there was a power strike and the lights were not working. I am an everyday user of this particular junction and have noticed that traffic will always be clear, and on no account is there any traffic jam, when the lights are not working. As soon as the council turns them on there is chaos everywhere. When will they ever learn the more they do to that particular junction the worse they make it - letter G.D. Mills 73 01 27 [16.3]

1973 03 09

Council adopt Travers Morgan report to cut central spine route but Government refuse ban traffic Kings Parade [17.10]

1973 03 15

Cambridge's notorious Trumpington Road - Lensfield Road junction was back to its old bunged-up state last night, with queues of smoking traffic and frustrated drivers paralysed by £3,000 worth of new, improved, traffic lights. Having been out of action for the best part of two months the lights came on again having been retimed, moved and the traffic flow redesignated by the traffic experts of the Department of the Environment's Bedford-based traffic unit. The junction's real test came at teatime and by 5.40 p.m. mutinous drivers were breathing imprecations through their exhaust fumes. Drivers were saying that 15 minutes had been added to their travelling time 73 03 15

1973 04 09

The Market Square ends of Guildhall Street and Peas Hill, Cambridge, were closed to traffic today as part of city council's plans eventually to make much of the central area into a pedestrian precinct. It is now possible to walk from Sidney Street to King's Parade without crossing a road. City surveyor, Mr Geoffrey Cresswell said that some motorists were still driving round Market Square attempting to get into Peas Hill. The present closure is officially regarded as only "temporary" - although it will last for possibly another two years - while rebuilding of the adjacent Lion Yard site is under way 73 04 09 [17.9]

1973 06 05

The Cambridge City Surveyor, Mr Geoffrey Cresswell, claimed today that speed-reducing ramps built into roadways - sometimes called "sleeping policemen" are "positively dangerous". He told the Public

Works Committee that these bumps in the road could cause fatal accidents, particularly to cyclists and motor-cyclists. The Government are asking local councils to look for suitable areas where these ramps could be installed. After a brief discussion the committee decided they did not want any "sleeping policemen" in Cambridge

1973 09 17

Barnwell bridge improvement opens [44.7.3.2]

1973 09 18

Buchanan Report: The Cambridge by-passes have been given the Government go-ahead. Work may now begin in less than a year on the £30m.-plus scheme to give the city its biggest new road complex in history. Within four years Cambridge is likely to have 14 miles of new motorway and nine miles of new trunk road to bleed heavy lorries and other traffic away from the historic heart of the city. It will also mean a much-improved A604 route between Cambridge & Huntingdon - at present one of the busiest and most accident-prone roads for miles. Today's announcement ends years of argument and months of speculation following a record-breaking public inquiry stretching over six months early last year 73 09 18

1973 09 19

The environmental effects on the Cambridgeshire countryside and a number of villages in the building of the Cambridge bypasses are given in the Government's go-ahead to the projects. The inspector concludes that at Grantchester environmental intrusion would be mitigated by a properly conceived planting scheme & the effects on the village would not be serious. At Hauxton and Lt Shelford the environmental effects, though great, would not be intolerable. The Inspector does not support Girton's claims that the area will be severed in any practical sense by the Cambridge Northern Bypass. The new road would pass in a cutting and noise screening is recommended. At Fenstanton the Inspector thinks that the noise problem is more important than any partial severance of the village by the A604. He recommends noise screening

1974 01 18

Western Relief Road to continue, plans[3.4]

1974 02 08

Cambridge city council's controversial plan to stop Gwydir Street being used as a short-cut between East Road and Mill road has come into action and already shopkeepers are reporting trading losses of up to 50%. Norfolk street, once continually busy with traffic, is now silent and virtually at a standstill. And the shopkeepers of the street are beginning to wonder if they might soon be at a standstill too. Mrs Linda Gregoris who owns the Athena restaurant lent on her broom and surveyed the five customers. "It is 11am and normally this place is chock-a-block and people have to fight for a seat. Yesterday we had five people in here – normally it would be as many as 80 74 02 08

1974 04 15

City Engineer and Surveyor gives his view on city's traffic needs; central area experiment making St Andrew's Street and Regent Street one-way southwards, Parkside and Emmanuel Road one-way northwards; reconstruction of Magdalene Bridge; Bridge Street restriction and one-way system reversed; contra-flow cycle lanes, bus lanes, local link roads; large one-way ring road around centre along line Queen's Road, Chesterton Road, Elizabeth Way, East Road to Fen Causeway; park and ride system and cycle parks. 1960s Spine Relief Road moved further out & called Inner Relief Road; since then been eroded section by section & Cross Town route abandoned. Present position (1974) is relief will be provided by outer area link roads & by bypasses. After 25 years the Eastern by-pass from Brooks Road to Milton Road, the New West Road from Huntingdon Road to Trumpington Road & stage one of Inner Relief road are all that remain of Holford unchanged. In centre over last 10 years steady move towards reducing intensity of traffic & parking in centre by controlling non-essential traffic & getting high turnover of parking places in central area. First proposals put forward by R

Travers Morgan 1963-64, further developed in City Surveyors report 1967 which also proposed pedestrianisation some central areas, 1972 Transportation Plan endorsed proposals [10]

1974 05 01

A controversial street traffic experiment was being scrapped today. Council workmen were removing the bollards which had blocked Cambridge's Gwydir and Sturton streets to through traffic for the past three months, after the traffic committee decided the experiment had been a failure. Dozens of residents from neighbouring streets packed into the meeting to hear the debate on the future of the scheme. Afterwards the residents' association chairman, Mr Ian Henden, said: "This just shows what people can do when they stick together."

1974 05 01

Parking may soon cost up to 50% more at some of the Cambridge's city council parks. If suggestions are accepted the charge at Park Street will go up from 5p to 7p an hour with a maximum rate of 75p for more than five hours. The present maximum is 50p. The daily charge for the Queen Anne Terrace (multi) and the Saxon street ground level park will go up from 10p to 15p. At New Square the maximum for more than five hours will rise to 40p.

1974 05 21

Cycleway plan, p6

1974 07 19

Parry Lewis and his team of planners have examined the possibility of expanding Cambridge. Their studies convince them the best plan was to expand the city in a southern direction. Development would follow a line east of the new Western bypass. A second shopping centre would be located to the south-west of Trumpington. There would in addition be various district centres and a suitable amount of industrial and office development

1974 07 23

The people of Cambridge would never accept the building of the proposed Western Relief Road project, linking Huntingdon road with Trumpington road and going through Newnham or near Grantchester, it was claimed by city councillors. In addition the county a road linking Huntingdon road with Madingley road. But Counc. Overhill supported the road. "If this was proposed through the middle of Chesterton, nobody would complain. It is only because it is going through Newnham that people are against it", he said

1975

Magdalene Bridge closed 10 days for tests [17.12]

1975

"Expense rules out East Rd dualling" [17.13]

1975 02 10

Cambridge's city centre traffic experiment swung into action today. Thousands of motorists faced the through-traffic ban for the first time. The road closures and a system of one-way routes will operate for six months unless "utter chaos" develops. The scheme could then be swiftly abandoned. It closes two sections of road in the centre of town to private cars. One extends along King's Parade from King's College gate to Gt St Mary's while the other runs from Woolworth's along St Andrew's street to its junction with Emmanuel St 75 02 10

1975 02 13

Experimental closure in centre, close Kings Parade, Sidney St, St Andrews St; tea-party marks closure King's Parade [17.11]

1975 04 04

“Expense rules out East Rd dualling” [17.13]

1975 04 30

New West Road project - first part controversial Western relief road Madingley to Barton Rd to Trumpington now extended Huntingdon Road. Brooks Road link to Newmarket Road is revival of part of old Eastern Relief Road which was abandoned at start of the War in 1939; is better than Railway Route [4.1] (proposals deferred 75 05 30 [4.3])

1975 06 11

The much-criticised second stage of Cambridge city council’s central area traffic experiment has been abandoned and traffic flow systems introduced five weeks ago withdrawn. This means there is again two-way traffic in Regent Street, Parkside, Emmanuel Road and Short Street. Through traffic is still banned along parts of St Andrew’s Street, Sidney Street & Kings Parade. City police said many motorists were confused by the changes which it was improving impossible to enforce. Long traffic queues had built up at major junctions since the start of the experiment which brought traffic chaos to the city 75 06 11 [17.14]

1975 06 11

7,000 petition for cycleways, proposals announced for route from Arbury to centre & for cycle lanes [11.5,11.7]

1975 07 11

Railway Route proposals; dropped in favour of East Relief Road, Coldham’s Lane to Newmarket Rd [3.5] [494.6.16] [20.3] [6.16]

1975 07 30

Railway Route buried [6.16]

1975 09 17

There is no reason why Cambridge’s first mini roundabout should not become a permanent feature. The roundabout at the junction of Queen’s Road with Northampton Street came into operation yesterday morning. It is hoped this will overcome the long tailback which has occurred in Queen’s Road since the introduction of the city centre traffic scheme.

1975 10 29

Permanent mini roundabout, p4

1975 11 11

Yet another traffic survey (£120,000 spent on Travers Morgan 1967) [18.2]

1975 11 11

City proposal road across Grantchester Meadows to provide southern section of proposed Western Relief Road around Cambridge, linking Huntingdon Road, Madingley Road, Barton Road & Trumpington Road [7]

1975 11 26

Outer Ring Road proposals Newmarket Road to Milton Road scrapped due imminence of Northern Bypass; also remove 1st part Inner Relief Road [3.7]

1975 11 26

County approve design work on New West Road between Barton Road and Madingley Road and on Observatory Link between Madingley Road and Huntingdon Road; also a link road between Brooks Road and Barnwell Road to provide a direct access between Coldham’s Lane and Newmarket Road [8]

1975 12

Parking chaos at Christmas - 400 cars going round & round looking for parking places 76 01 08 [19.1]

1975 12 17

1931 deed of covenant signed by Cambridge Preservation Society, Kings college & Borough council for preservation of college land in Grantchester area; Society paid £7,549 into university & college estates account of Ministry of Agriculture & Fisheries to safeguard college land from development, part of £10,000 grant from Pilgrim Trust; borough undertake not to plan any ring or other road crossing college property or sited nearer to Cambridge than southward of the village of Grantchester [9] [3.6]

1975 12 18

Cambridge will be completely ringed with major by-passes by the 1980s under a plan being worked on by government road engineers. They are planning major improvements to the A11 between the junction of the Northern and Western by-passes at Six Mile Bottom and Stump Cross. The A11 is a narrow single carriageway and very heavily used at present, but the Government have been working away quietly and will soon be producing a scheme for making it into a dual carriageway and building a series of village by-passes, to become an eastern by-pass for Cambridge.

1976 01 23

Western Relief Road: City ask county drop Western Relief Road, Barton Road to Trumpington Road,

1976 02 21

Western Bypass may be axed [4.4]

1976 03 09

Work to turn Newmarket Rd into dual carriageway [18.3]

1976 03 16

Northern Peripheral link road Kings Hedges to Histon road started (opens Feb 1977) [3.9]

1976 03 25

Western Relief Road Inquiry as County refuse to drop plan & it stays in their long- term proposals [3.8]

1976 04 30

Lime Kiln Hill could eventually become a footpath and bridleway if a proposed route for the extension of the Cherry Hinton bypass near the Gogs is approved. The County Council will be asked to approve a route which passes east of the reservoir eventually linking with the A604. This was a very long-term project and it was impossible to say when it might be built. There is a lot to be said for preserving Lime Kiln Hill – it is a pleasant rural lane. There would be great problems in widening and improving it

1976 05 05

‘City traders who have lost business as result of traffic restrictions ... will just have to accept it’ [18.4]

1976 06 01

Vibration from heavy lorries thundering along Victoria Road, Cambridge, is causing considerable damage to some of the houses in the road, residents claim. Other have suffered cracking and crumbling mortar and damage to roof tiles. “The lorries are worse than ever now. It’s not just the noise and vibration, it’s the smell as well”, says Mrs Mabel Haggis. The City Surveyor said: “The Northern bypass, which will be completed by the end of 1977, should lead to a considerable easing of the situation.”

1976 06 14

Ring road, p1

1976 06 18

Cambridgeshire's motorists are being treated to nearly £60m of new roads but they have a price to pay ... years of disruptive construction work. Top priority is the northern bypass which is due to start in August. An important adjunct is improvements on the A604 Huntingdon road which will be turned into a dual carriageway. Elsewhere the County Council is constructing a dual carriageway from Coldham's Lane to Barnwell Bridge; a dualling of Newmarket road beyond this will be delayed until the effect of the northern by-pass can be seen. Next year remains the official start date for the western bypass

1976 07 24

Construction work on the long-awaited nine-mile Cambridge northern by-pass has started at last. The first shovelful of earth was dug at Madingley by the recently retired Cambridgeshire County Surveyor, Mr Robert Lacey. The symbolic act ended more than 10 years of controversy over the bypass which is aimed at taking away massive juggernauts from the city's winding narrow streets. It will take up to two years to complete.

1976 08 02

An experimental free bus service for the Fitzroy Street area of Cambridge commenced at the weekend, providing the public with the first buses in the area for almost three years. 67 people made use of the first bus run at 10am on Saturday. The owner of the Talk of the Town shopping arcade, Mr Carl Owen, has hired one bus from the Eastern Counties Bus Company at a cost of £30 per day. He said he will hire more for a four-week period to prove the company were wrong to stop the service 76 08 02

1976 08 03

The Government has decided that the experimental traffic restriction system in the centre of Cambridge can become permanent. Through traffic will be prevented from going along Sidney Street and St Andrews Street between Emmanuel and Market Street junctions, and along King's Parade. The experiment was introduced 18 months ago – against a background of support from amenity organisations and opposition from city centre traders who carried their protests to a public inquiry 76 08 03 [18.5]

1976 08 04

Cambridge's first bus and bicycles lane comes into operation along Victoria Avenue after the Government approved the city council's experimental plan to put down a special lane from the Four Lamps junction to Victoria Bridge. The plan also bans all parking along the Midsummer Common side; this means the hundreds of motorists who leave their cars there will have to find somewhere else. The aim is to speed up the substantial number of buses using Victoria Avenue, particularly during the evening peak period when traffic congestion causes extensive delays 76 08 04 [18.6]

1976 10 11

Work is progressing smoothly on the extension of Barnwell Road, Cambridge, to link up in about two years' time with Brooks Road on the other side of the Cambridge-Newmarket main railway line. The aim is to provide a quick route for heavy traffic between Newmarket Road and Perne Road and out on to the main roads to London. This will by-pass the notorious traffic bottlenecks of Coldham's Lane. The scheme includes a new bridge over the railway and an extensive road island and an extensive road island at the Brook's Road – Coldham's Lane junction 76 10 11

1976 11 06

Cambridge's experimental "Park-and-ride" scheme got off to a slow start today. The first bus left from the Cattle Market at 10 am and carried only 10 passengers. The scheme is designed to relieve the normal pre-Christmas traffic congestion by allowing motorists to park free of charge and then buy a

15p return ticket to the city centre. It will operate each Saturday until January 8th with buses leaving every 15 minutes. The first passengers were enthusiastic about the acres of parking space available. "It's marvellous being able to park so easily" said Mr John Blackman, who had driven in from Sawston 76 11 06

1977 01 13

The Cambridge "park and ride" scheme is to be continued indefinitely on Saturdays because of its success during the Christmas and New Year periods. At present the cattle market on the south side is used as a temporary car park and people can get at 15p return trip into the city centre on a bus. The service was started by the Eastern Counties Omnibus Company with the backing of the Chamber of Commerce and the City Council. The cattle market has spaces for about 700 cars and was constantly three-quarters full immediately before Christmas. The service might end if the city council wanted it to cease being a car park or if the bus company lost a lot of money on it.

1977 02 11

Cambridge Northern Periphery Road, Histon to Milton, opens [4.5]

1977 03 02

Mr Dick Dunford of Waterbeach is a firm believer in hoof-power and would prefer to have his horse, Fred, than a smart car any day. He comes into Cambridge on a shopping trip, riding along the A10 from Milton. When they arrive Fred will happily stay put at any convenient car park, meter or cycle rack. Mr Dunford pays the going rate at meters and has never got a parking ticket: "The traffic wardens like him", he said.

1977 03 09

The experimental mini-roundabout at the junction of Newmarket Road and Coldham's Lane, Cambridge was working well on the first morning of its operation. Even at the height of the rush hour traffic was flowing smoothly. It has been put in temporarily while the traffic lights at the junction are being taken down; they will eventually be replaced with more up-to date lights as part of the Newmarket Road improvement scheme. Police Chief Inspector Maurice Murden said: "To think our problems have been solved by an old tractor tyre! It is something we have advocated for years, and now we just hope that it will become permanent". One driver said his driving time to his home in Chesterton had been cut from 20 minutes to five. 77 03 09

1977 07 13

A group of Cambridge residents have started a legal battle to stop buses using the narrow, congested Parker Street to reach the city's Drummer Street bus station. They are trying to force four major bus companies to use an alternative route via Emmanuel Street and Regent Street. The leader of the objectors said: "Parker Street is fit only for local traffic, being narrow and with houses on each side. At the moment the pollution is disgusting. You cannot open a window and the noise is above acceptable limits". The Eastern Counties traffic manager said: "Buses represent only a tiny proportion of the heavy traffic using the street, so why we are being picked on I don't know"

1977 07 14

Elizabeth Way resident is noisy and polluted choked artery which miraculously eased Cambridge traffic problems in 1971 but it now itself in urgent need of relief. Residents used to live in tree-lined Cam Road, a quiet residential street on a par with De Freville Avenue in houses which had front gardens. Now they have lead pollution and noise levels three-and-a-half times above "acceptable" limits. People live in back rooms as, despite double-glazing, front rooms are still noticeably noisy. "It is difficult to cross the road, nobody can come and see you and window cleaners refuse to come here – they say it gets too dirty", said Mrs Winifred French. Relief could come next year with the opening of the Northern Bypass –at least everyone living on Elizabeth Way hopes so. 77 07 14

1977 07 26

Western bypass starts, p11

1977 08 24

Lensfield Road roundabout, p8

1977 08 27

Lensfield Road roundabout, p5

1977 10 06

Park & ride, p11

1977 10 20

Take the dull and empty expanse of East Road roundabout in Cambridge, combine it with the recent clamour for a city skateboard park and the result is a plan which has just won Cambridge architect Keith Garbett and artist Jon Harris first place in a national competition. The idea incorporates a “pipe” with a viewing platform above where spectators can watch skateboarders emerge from a tunnel, a bowl with an up-and-down return slope and a slalom slope where skateboarders can weave in and out of rubber bollards. The Mayor said he would be happy to see the plan go before council officials for consideration but would it attract children to a busy junction and might impede its real purpose which is to let people cross the road safely

1978 02 08

Cherry Hinton bypass plans rejected by County Council, press on with Eastern bypass, West & Northern bypasses [4.6]

1978 06 15

The 150-year-old Magdalene Bridge in Cambridge is in grave danger of collapsing, councillors were told. For the last 11 years there has been a three-ton vehicle restriction but sometimes the inter-continental ‘juggernaut’ lorries travelling through the city take a wrong turning and pass over the bridge. Now the abutments, which support the bridge at both ends, are moving apart and if this continues it could eventually break its back. Plans were made to rebuild the bridge but environmentalists objected and at a public inquiry it was decided the bridge should be strengthened, retaining its present appearance. But Government engineers came up against insuperable technical problems in the use of the cast-iron parapets and have suggested cast-steel instead. 78 06 15

1978 06 22

“Parking is so easy on the Kite” advertising feature [494.7.6]

1978 07 01

A campaign to improve safety along the A604 has been turned down because of Government red-tape. The County wants all lorries for Harwich to be routed around Newmarket and Bury bypasses to Colchester instead of passing through Cambridge city centre and out along narrow winding roads to Linton and Haverhill. But despite the opening this autumn of the Northern By-pass designed to take heavy lorry traffic away from Cambridge, the Department of Transport is insisting that traffic for Harwich is still routed through the city. The road has already claimed four victims this year in Cambridgeshire and another seven in Essex

1978 09 08

Cambridge parking meter charges - up to 15p an hour in the city centre and already among the highest in the country - are expected to increase in the New Year. This is mainly to help to pay for the traffic wardens’ latest wage rises of 9.4 per cent, which takes their starting rate to £2,566 a year. The city’s 426 meters, which have been run at a handsome profit for some years, will show a big deficit this year.

1978 10 03

Cambridge' Drummer Street bus station may be extended on to the adjoining Christ's Pieces within the next few years as County Council traffic experts and the bus companies have agreed that expansion of the present site is the best way of bringing it up to date. The facilities such as booking office, news-stands & toilets are scattered, cramped and unsightly and there are no proper information displays. The city council has suggested the station should be moved into the Kite Area and Conservation interests prefer disused land near the railway station should be used. But the County rejects both locations

1978 10 29

Experimental mini-roundabouts at the Lensfield Road – Trumpington Road junction in Cambridge have been approved by the Government and will be made permanent. They replaced traffic lights which for years caused long delays and have speeded-up traffic at the once-notorious bottleneck. In addition a pelican crossing is to be built at Fen Causeway at the entrance to the Engineering Laboratories with another at Trumpington Road. There will also be one over Brooks Road when the new and controversial link with Newmarket Road is opened shortly. 78 20 29

1978 11 29

Lensfield Road roundabout, p11

1978 12 21

The Northern Bypass, described as a 'Christmas present to Cambridge' was officially opened at noon and then closed after police expressed reservations about the state of the nine-mile road and its interchanges. But as dusk was falling the barriers were pushed back and it was opened to the public. It includes one of the longest straight stretches of dual carriageway in the country and police asked drivers to get used to the road slowly. With the completion of the interchanges next year and the opening of the M11 Cambridge will have a road system surrounding it for which many other cities would give their eye-teeth 78 12 21 [4.7]

1979 01 09

Charges at Cambridge car parks and parking meters are to rise. Prices will increase from 25p to 30p for an hour at Lion Yard and a day's parking at Queen Anne Terrace will now cost 30p. Park Street will remain unchanged. Parking meter charges have not gone up since 1976 and will double to 10p, with the excess charge rising to £5. Increased use of the three central car parks is expected to bring an extra £15,000 next year but because of the rates forecast an extra £45,000 needs to be raised. 79 01 09

1979 01 16

Cambridge's northern by-pass is not a thing of beauty and has exposed the city's none-too-glorious backsides. Milton sewage works, the wrong end of the Arbury estate and a few dumping grounds that so far we have been able to conceal. For the local travelling along this stretch of dual carriageway is a new and rather bewildering experience. Coming at everything from an unfamiliar angle creates an impression that north Cambridgeshire as I knew it has been wiped off the map. The really beneficial effect was been the easing of the pressure on the Northampton Street / Castle Hill junction; five times I have passed through these usually overworked traffic lights with little delay.

1979 03 07

A new double-decker bus station in the centre of Cambridge is being proposed by County traffic experts. Buses would wait only long enough to set down and take up passengers and long-distance buses would run from elsewhere in the city. This one of several options to sort out the chaos of Drummer Street. Others include expanding on to Christ's Pieces, re-siting it to the Kite area or adjacent to the railway station. For years the bus station has been the subject of intensive criticism because of its lack of facilities and poor conditions. Now councillors have made it a priority.

1979 03 14

The 600-plus parking meters in the centre of Cambridge may be scrapped as one of the options for helping to sort out traffic chaos. But if they continue the city council is backing a 67 per cent increase

in all meter charges because they are facing a £12,000 loss due to increased pay for the traffic wardens. Councillors are also considering residents' parking schemes to meet mounting demand for this facility. They may also provide the city's first cycle lane along the Huntingdon Road from Girton College to Murkett's Corner.

1979 04 02

The centre of Cambridge is well off for parking space. There are 600 spaces on the Lion Yard multi-decker, a slightly smaller number at Park Street and substantial parking at New Square. Then there are more than 500 meters dotted around. But during peak periods these are barely enough and queues build up at the park entrances. Motorists complain it is not easy to reach the city centre since King's Parade was severely restricted to through traffic. At first shopkeepers feared virtual bankruptcy but now even the most 'anti' tradesman is happy with the result – an increase in trade.

1979 08 17

Many of Cambridge's traffic problems may soon be solved by silicon chip technology. The chips would operate micro computers geared to all the city's traffic lights to ensure smooth traffic flows at all times. Such an elaborate computer system would originally have cost around £5 million but now County Council officials consider the new technology could reduce the cost to as low as £100,000. It could be connected with all the car parks giving motorists instant information through street corner signs and also tie in with temporary one-way workings and pedestrian crossings.

1979 09 12

Computer lights opposed [18.8]

1979 09 14

Traffic jams would stretch across large parts of Cambridge every weekend if the £10 million Kite shopping development went ahead, a transport report commissioned by the Kite Co-ordinating Council claims. The new traffic may eventually block the Mill Road roundabout for several hours of the day. The number of car parking spaces would need to be doubled to meet demand and the cost would have to come from the ratepayers. Traffic is likely to increase anyway in the next ten years and the anticipated reduction through the opening of the Northern By-pass has not happened, they claim

1979 11 02

County council engineers have devised a new method to strengthen the 150-year-old Magdalene Bridge in Cambridge without altering its appearance. If Government finances permit work will start in July, more than 13 years after the bridge was closed to buses and other heavy traffic because of its unsound condition. The rebuilding has been surrounded by controversy since cracks were detected in the under-structure. A public inquiry in 1971 agreed that the new bridge should resemble the old one as far as possible but a long wrangle developed over the appearance and complex legal issues were involved because it is an ancient structure.

1980

1980 02 01

King's Parade reopened during road repairs, 'may stay open as impressed by lack of congestion' [18.9]

1980 02 26

Already the new Western Bypass is having the desired effect in the Castle Hill area of Cambridge. Thomas Whitelaw whose window overlooks the street said: "Normally the heavy traffic starts at about 7.30 am and you get convoys of 12 to 15 heavy lorries every few minutes sending vibrations right through the house. Now it is much quieter". But in Wendens Ambo villagers are demanding a new road surface, soundproof barriers and double glazing, saying the peace and quiet of their village has been ruined since the new section of the M11 opened nearby 80 02 26

1980 02 27

Senior dons at Girton are pursuing an astonishing plan to link their college with Cambridge by railway. They are proposing a mono-rail link which would run mainly at ground level on university and college-owned land to the Sidgwick Avenue arts site and University Library. The main difficulties are the high cost of the project, which would need to cross the Huntingdon and Madingley Roads and the delicate negotiations with other colleges. The college's undergraduates have to cycle two miles in all weathers to attend lectures and many have been injured in road accidents. But two recent changes may ensure it is never built: the opening of the Western By-pass has reduced the amount of traffic and there will soon be a cycle lane. 80 02 27

1980 03 13

New plans for Drummer Street bus station have provoked widespread criticism from councillors. The two-storey building to accommodate offices and waiting facilities is a large transparent structure with a domed roof. But Coun Peter Wright said: "It looks like a large greenhouse; to see anything like that going up in the middle of a conservation area is absolutely unbelievable". Maurice Garner said: "I cannot say I like it – but nothing can be worse than what we have". It would be difficult for handicapped people to reach the upper floor waiting rooms. 80 03 13a

1980 05 23

Plans to widen Ditton Lane for bypass link shelved [4.9]

1980 06 22

M11 opens [4.8]

1980 09 12

RAC survey wrong, city meters lost £12,000 since 1974 [19.4]

1980 09 18

Anyone who has sat in a traffic queue tailing back into Downing Street from the Lion Yard car park will know the frustration of arriving in Cambridge at peak times. The tourist office says parking is atrocious and directs visitors to Saxon Street where you can stay all day for 30p. The County Structure Plan foresees a need for three new multi-storey car parks to cope with future demand. But rising petrol prices or decreasing oil supplies could mean fewer cars on the road in the future. 80 09 18b & c

1980 11 17

Mill Road Bridge dismantled, rebuilt [447.3.6]

1981 02 18

Cambridge councillors have thrown out the idea of ever building a multi-storey car park anywhere near the Backs. They condemned as 'barbaric' suggestions from senior officials that such a park, either above or below ground, could be built on college gardens, playing fields or open spaces along Queen's Road. "It is even more ridiculous than the plan to put a major road cross Grantchester Meadows", said Councillor Rosenstiel. 81 02 18a

1981 03 10

Magdalene Bridge closed for strengthening; Bailey Bridge erected alongside – [3.5]

1981 03 13

M11 reduces traffic volume; heavy lorries down 60%, 35% Newmarket Road, 30% Huntingdon & Madingley Roads, 26% Trumpington Road [4.10]

1981 06 17

Kite: car parks close [7.14]

1981 07 17

All traffic banned King's Parade with bollards as experiment [18.11]

1981 09 15

A park-and-ride bus service linking shops in the Burleigh Street area with the car park in Cherry Hinton Road has started disastrously. Nobody used the service for several hours. It is being funded with £400 from city lottery profits with Kite traders adding another £100. But councillors say the money should have been earmarked for charity 81 09 15a

1981 10 31

Chaos – Kite Parks lost & protests about parking on commons [18.12]

1981 11 20

Driving through Cambridge it seems a particularly malicious gremlin has got loose, armed with a pick-axe, and is busy making holes in any old bit of road he can find. For a start there is the Kite redevelopment which has reduced the amount of parking and led to major roadworks, then sewers have collapsed in Emmanuel Road, there is resurfacing in Coldham's Lane and Eastern Gas has moved into Tennis Court Road. There are temporary traffic lights in Silver Street and the continuing work on Magdalene Bridge adds to the disruption. 81 11 20b

1981 11 25

A startling £3.5 million plan to tunnel under The Backs has been prepared secretly by county road engineers. It would be 20 feet wide and run under Queen's Road from the Madingley junction right up to Silver Street. Meter controlled parking would then be allowed up to Garret Hostel Lane and the area to West Road would be grassed over to give an uninterrupted view of King's College chapel. The plan is certain to raise a violent storm of controversy. 81 11 25 & 26b

1981 12 07

Thousands of motorists may soon be asked to leave their cars on the outskirts of Cambridge and cycle into the city to solve the parking problem. They would park in west Cambridge or near Stourbridge Common and make their way by hired bikes through the Backs or along the river. The park and cycle scheme is being suggested as an alternative to the park and ride bus scheme by road engineers who are also planning a tunnel under Queens Road. 81 12 07a

1982 02 24

Computer lights approved though city object; protest over memorial move suggestions [18.13]

1982 09 24

Peace bid over roads - city and county clash over East Rd widening & Drummer St rebuilding [18.14]

1982 10 04

Children from St Matthew's Primary School joined a raincoated march protesting against the proposed East Road dual carriageway which would take part of their playground. They stopped outside the Grafton Information Centre, which has supported the County Council's plans, for some orchestrated slogan shouting. About 250 marchers gathered at Parker's Piece expressing concern about increased noise, lead pollution and the danger to children posed by the 'road to nowhere'. 82 10 04a

1982 12

Magdalene Bridge reopens, costs had risen from £50,000 to £545, 000 [3.5]

1983 05

Traffic lights on Mill Road bridge to cut accidents – (but increased, out 1984) [446.14.4]

1983 04 26

The County Council has been urging Cambridge councillors to provide more city centre parking space. They say 1,000 extra parking spaces are needed. Now they have suggested six sites: a 250-space extension to the present Lion Yard multi-deck, land behind Telephone House in Regent Street-Park Terrace (220 spaces on a four-deck park), the old Addenbrooke's Hospital site (250 spaces), land behind Shire Hall (450 spaces on a three-deck park), Saxon Street (480) and Adam and Eve Street (460 spaces) 83 04 26 p5

1983 06 29

Plans for a new main bus station with a 'floating roof' and a circular office block standing alongside, in the centre of Cambridge, have come in for fierce criticisms. The County Council is adamant that the new bus station should go on the present small and restricted site in Drummer Street but the Labour-controlled City Council want it moved to the railway station. The rebuilding will see the removal of the small island with its office and large trees from the centre of the road. But the City is refusing to sell the island site or to remove the trees as part of its opposition. 83 06 29 p15

1983 08 30

Four major car parks on the outskirts of Cambridge linked to the city centre by a frequent park-and-ride bus service are suggested in a new report aimed at sorting out the city's traffic tangles. They are on fields at Barton Road, a small piece of disused land between the bypass interchange at Histon Road, allotment land near Newmarket Road cemetery and the old Cattle Market site at Cherryhinton Road. It also proposes extensive residents-only parking schemes with a tightening-up of long-term parking in the city centre. 83 08 30 p1

1983 09 01

Park & ride resurfaces [18.15]

1983 09 06

County plan to enforce traffic restricted zone Sidney St, reduce number cars in triangle & reverse central one-way flow [18.16]

1983 12 29

More than £1 million has been collected from Cambridge parking meters since they were first introduced in 1964. Motorists have put £1,065,574 in the meters but the operating costs have been £849,480 leaving a profit of £216,094. This goes towards helping the councils provide more off-street car parks 83 12 29 p8 [19.6]

1984

Restrictions on entry triangle start, St Johns Street 8.30-6.30 [18.17]

1984

County say traffic will increase by 50%, suggest new North-South road following railway line, controversy, costed, killed off (Railway Route abandoned 1975) [20.2-4]

1984 01 30

Furious traders in Mill Road are drawing battle lines for a fight with the city council over traffic congestion. They claim trade has slumped and traffic conditions deteriorated since the council installed traffic lights at Mill Road bridge. Shopkeepers are fed up with constant jams and complaints from the customers who say it can take half an hour to drive from the old Maternity Hospital to their shops in Romsey town. 84 01 30 p6

1984 02 27

The traffic lights at Mill Road Bridge could be turned off for good. It is a move which would delight thousands of Cambridge road users and please traders who claim their businesses have suffered. The lights were installed in June at the request of the city council traffic management team who were concerned about the rising accident rate. They thought many vehicles were using it only as a short cut.

But accidents have risen faster since they were put in and road users started an immediate outcry, complaining about long, frustrating delays. 84 02 27 p12

1984 03 23

The vexed question of whether Cambridge's traffic problems are real or illusory will be a recurring theme of future discussions as a result of the decision to scrap Mill Road traffic lights. The faces of traders lit up at the news that the lights on the bridge were – finally – going out. Traffic mandarins have persisted in introducing more and more lights throughout Cambridge. The Station Road lights are another example where traffic management has gone awry yet there is no sign these will be removed. 84 03 23 p20

1984 05 15

Park and ride, p5

1984 07 06

Computerised control of traffic in Cambridge by means of traffic lights has been in operation along two major routes since March. Chaos has not ensued and the county council's traffic management scheme claims it has knocked several minutes off journey times in peak periods. 'Scoot' operates in Hills Road and Queen's Road by marshalling traffic into 'platoons' of vehicles and then pilots them through as many sets of lights as possible. 84 07 06

1984 08 10

Cherry Hinton could get its long-awaited bypass if the controversial 86-acre housing development goes ahead on the outskirts of Cambridge. The new road would run from Airport Way to meet Fulbourn Road near the hospital. Originally a bypass was planned to run from Quy interchange to the foot of the Gogs Hill to link up with the A604 but the route ran into objections from conservationists and was dropped as an economy measure. 84 08 10 p13

1984 08 25

Traffic experts say there is now no way in which traffic flow down Mill Road can be reduced but they can reduce accidents by switching their sights to the side roads. The new plans would inconvenience residents and local workers by banning cars from certain streets and putting in 'sleeping policemen' in Vinery Road. With a number of turning bans into Mill Road, traffic along Tenison Road will be increased dramatically but new traffic lights will improve the flow. 84 08 25 p1

1984 09 07

The County Council chairman condemned councillors for their 'pathetic attempts' to sort out the Cambridge traffic problem. "There is no doubt whatever that what we do in Cambridge is pathetic compared to what is done elsewhere. We really do not know what we are doing in this city", he said adding that the county must keep up pressure on the city council to provide more parking facilities in Cambridge. 84 09 07

1984 10 24

Thousands of people living in the Mill Road area are being asked for their views on the new proposals for controlling traffic and reducing accidents in Romsey. Past attempts to reduce the high accident rate have failed and the controversial traffic lights at the railway bridge were scrapped after widespread protests and gigantic traffic delays. The new proposals involve road closures and traffic lights at the junction with Tenison Road together with parking restrictions. 84 10 24 p9

1984 11 20

Cambridge's Hills Road bus depot is to be moved to the outskirts of the city in a multi-million pound swap deal between Cambus and the Stetchworth-based Unex property group. Cambus will exchange its one-acre site for a much larger section of the former D & H Contractor's site in Cowley Road. In return Unex will get control of the bus depot virtually next door to the former Heffer's printing works site which they successfully redeveloped as Botanic House, headquarters of Cambridge Electronic

Industries, BBC Radio Cambridgeshire and Betjeman House which was subsequently sold for more than £4 million 84 11 20 p1

1984 11 21

Computer lights installed 6 months ago reduce delays by up to one-fifth [20.1]

1985 03 11

A major shake-up to cope with the forecast massive increase in Cambridge traffic has been unveiled by the County Council. It suggests an underground car park at the Butts Green end of Midsummer Common and a new road following the main railway line with a new bridge over the Cam. There could be reconstruction of a number of major road junctions including East Road - Newmarket Road and at Hyde Park Corner with widening of dual carriageways and new cycleways. A park-and-ride system of new car parks linked to the centre by frequent buses is also proposed 85 03 11

1985 03 11

A furious political row has erupted over the sudden and unexpected publication by the Labour-controlled City Council of its new roads and traffic plan just before the County Council issued their proposals. It envisages a park and ride system, converting long-term city centre parking spaces to short-term shoppers' parks, an extension of Lion Yard car park, road closures, pedestrian areas and a special coach-bus interchange near the railway station. The Liberals describe it as a waste of paper. It has been produced without any councillors or officials being told about it before its release to the press 85 03 11a

1985 06 14

The controversial 'railway-route' road plan for Cambridge has been killed off for the second time in 10 years. It was intended to relieve traffic & would have run around the southern and eastern outskirts of the city, following the main railway line. Ten years ago Conservative county councillors discovered it would have cost millions of pounds to build and destroy at least 100 houses. Their revival of the plan earlier this year caused a furious outcry: they were swept from control at the recent elections and admit it was one of the main factors in their downfall 85 06 14

1985 08 02

Cambridge ratepayers received a cheque for £2million from one of the country's largest housing developers. It was accompanied by a legally binding promise from McLean Homes to build the much-needed Cherry Hinton bypass road for free. They may also give a plot of land for a new primary school. This is the council's profit on the largest land deal in Cambridge local government history. The housing development company has bought 51 acres of prime housing land owned by the council and others. Another 50 acres are to be sold shortly 85 08 02

1985 10 22

The Government has given the green light for the controversial £500,000 plan for rebuilding Cambridge bus station. They have given the County permission to buy a small 'island' of land in the centre of Drummer Street owned by the city council. It was the only thing standing in the way of the proposed rebuilding plans. But the scheme is unlikely ever to go ahead. The new County council administration wants to build a long-distance coach terminal at the railway station instead, saying it would ease city centre bus congestion. 85 10 22

1986

Within Cambridge city the traffic flow has reached the 1978 pre-bypass level, though numbers HGVs remains approx half 1978 flow [16.4]

1986 01 23

Since 1960s Elizabeth Way, M11 opened & centre closed to traffic [20.5]

1986 04 02

Drummer Street bus station – officially described as a ‘disaster area’ - is to have a major face-lift, the first since it was built 60 years ago. An island at the centre of the site with a number of small booking offices will be demolished and the central area refurbished. The aim is to tidy up one of the most prominent sites in the city centre, the one first seen by thousands of tourists. It currently has poor passenger facilities and operating conditions and is in urgent need of improvement. 86 04 02b

1986 06 13

Victoria Bridge is rusting away. The 97-year old structure has taken a battering from heavy vehicles over the years, despite a lorry ban and weight limit. It is in such a bad state of repair that it needs to be entirely rebuilt – a project which will cause chaos for 18 months. Engineers hope to keep traffic moving by repairing half the bridge at a time. All the county’s other 2,000 bridges are also being inspected 86 06 13

1986 06 24

Drummer Street bus station renovation criticised – 86 06 24

1986 11 28

Meters may rise by 33% despite £31,000 profit pa [19.7]

1987

“Cambridge is doomed as major shopping centre unless it can cure parking problems” [20.7]

1987 03 13

A new purpose-built car park providing 67 long-stay spaces has opened in Castle Hill, with another 57 places coming in a few months; time. City councillors say the park, near the junction with Victoria Road, will offer convenient access to shops and businesses in the north of Cambridge. It will have a park-and-display system charging 50p for any period on weekdays, doubling to £1 on April 1st. But there will be free parking in evenings and Sundays 87 03 13a

1987 03 13

Cambridge’s traditional transport, the bicycle, will be deliberately used to slow down city centre traffic. The medieval central streets will be made even narrower which will make it even more difficult to overtake bikes. Traffic restrictions will also be introduced, including the banning of taxis. The streets have been reshaped and cleaned up with York stone used in areas considered ‘visually sensitive’. But workmen in Trinity Street have been delayed by having to remove hundreds of wooden blocks dating back to the days of horse-drawn vehicles 87 03 13b

1987 05 19

Thousands more Cambridge motorists may be charged for parking outside their homes during working hours. No fees have been agreed but present schemes cost up to £60 a year. In addition hundreds more parking meters would allow one or two hour parking for shoppers with additional traffic wardens employed to enforce the restrictions. But Conservatives on the traffic management team are strongly opposed to a park and ride scheme which might come into operation in three years if the Government gives permission for the city council to buy the land needed. 87 05 19

1987 08 29

Motorists can expect continued delays in Coldham’s Lane following the installation of a new roundabout at the Beehive Store. An improved access is being made for the shopping complex following major redevelopment being carried out there. It should be completed by Christmas 1988 with a new supermarket, a much larger home interiors department, new garden centre and a 200-seat restaurant. The giant Texas DIY store is also moving to the site. There will be parking for more than 1,000 cars 87 08 29

1987 09 03

Temporary traffic lights at the junction of Elizabeth Way roundabout with Newmarket Road and East Road have been switched on in an experiment to ease rush-hour congestion. 87 09 03

1988 01 13

Cambridge cyclists may become the first in the country to face on-the-spot fines for 'the stupid and irresponsible riding which is now reaching epidemic proportions' Councillors are asking the Government to start a pilot scheme which would allow police to impose instant fines in the same way they do on errant motorists. They want it introduced before the annual influx of foreign language students, often criticised for their bad cycling. Police say they would welcome the suggestion. The Government is already giving nearly £1 million for the building of the longest experimental cross-city cycleway in the country. 88 01 13

1988 06 23

Traffic lights start Castle St/Huntingdon Rd øCEN 23.6.88

1988 10 04

City press for Eastern bypass øCEN 4.10.88

1988 10 18

Cambridge may have a city-wide high-speed monorail system linking with all nearby villages allowing shoppers to leave their cars at home and travel high above the traffic jams. It could be expensive to set up but would have low running costs and be reliable. Eight years ago dons at Girton College came up with a plan for a monorail to link it with the university quarter but nothing ever came of it. The County Council has already commissioned experts to consider a light railway system linked to the proposed park-and-ride system 88 10 18a

1989 01 26

Park & ride costs treble to £15M øCEN 26.1.89

1989 03 01

Queen Anne car park to switch to short term, charges per day up from £1 to £10 øCEN 1.3.89

1989 03 01

To introduce resident parking for fee øCEN 1.3.89, 3.3.89

1989 03 20

Traffic growing at twice national rate Cambridge 40% up in eight years øCEN 20.3.89

1989 03 22

Traffic chaos in Cambridgeshire is growing so severe that in five years' time drivers may have to set off at 7 am to be in work by nine. A massive upsurge in traffic has already extended the rush hour. Congestion is choking Cambridge city centre and deepening the parking nightmare, a report says. Action must be taken with new roads around the outskirts and controversial park-and-ride schemes or it will grind to a halt over the next ten years. 89 03 22

1989 03 31

New £10M bid to beat jams øCEN 31.3.89

1989 04 24

British Rail is planning a second Cambridge railway station, provisionally known as Cambridge Parkway, close to Milton and the A45 northern bypass. It is unlikely to be ready in time for the start of electrification services to King's Lynn in October 1991, but could follow shortly afterwards. However the site needs much better access and provision of parking space. It would serve the high-tech Science Park and provide a way for commuters to join trains without having to struggle through the city. 89 04 24

1989 04 25

Parking charges cause slump sales small shops ¢CEN 25.4.89

1989 05 19

The A10 will be dualled from Cambridge to Ely as part of an unprecedented Government roads programme. The A1 is to be made a continuous three-lane motorway from London to Huntingdon, the M11 is to have three continuous lanes from London to Cambridge and the A604 is to be dualled with three lanes on each side from Cambridge to Huntingdon. The A11 will be made a dual carriageway from Newmarket and to Norwich and the Northern bypass will have three lanes from Girton interchange to Milton Road. It will all save lives and make industry more competitive. 89 05 19

1989 06 08

Grafton Centre price rise for car park leads to 25% drop in number using it ¢CEN 8.6.89

1989 06 09

Cambridgeshire's new traffic chief has vowed to end Cambridge's traffic and parking chaos within four years. He wants a better road system to serve the industrial quarters, a new light railway system linked to a park-and-ride scheme and a possible car park under Midsummer Common. A 'grand traffic management plan' will be drafted by officials and meetings arranged with business bosses.. 89 06 09

1989 06 10

The £15 million park-and-ride scheme planned for Cambridge is now officially buried. County Conservatives had promised during the election campaign that the plan would be dropped if they took control and have told officials to stop work on the joint scheme with the city council. And a plan for an interchange where Madingley Road meets the M11 has been delayed. Work was due to start in 1990 but now the M11 is to be widened into a three lane carriageway between Cambridge and Stansted Airport. The council is now looking for alternative road schemes to spend the money on. 89 06 10

1989 06 23

A new bridge over Hobson's Conduit is part of a scheme to beat traffic jams at the junction of Lensfield and Trumpington Roads. Vehicles would turn along a short stretch of Brookside then cross the stream towards Trumpington. The rest of the junction would be controlled by a complex system of traffic lights based on the successful new computer system on Huntingdon Road. Some of the cost would be met by whichever company develops the ground-level car park in Saxon Street, county engineers say. But it was rejected as 'devastating and environmentally disastrous' by city officials. 89 06 23 & b

1989 07 13

City advertise car park prices to attract shoppers back ¢CEN 13.7.89

1989 09 04

Controversial new plans to ease Cambridge traffic chaos would see starting and finishing times of all schools, main centres of employment and university lectures staggered. Vehicles would be banned from main roads during the rush hour, turning them over exclusively to bikes and buses. City planners say better traffic management is better than building huge and expensive new roads and rail systems. The plans are bound to provoke furious protests 89 09 04

1989 09 25

A mass boycott by drivers has forced a climbdown over charges at Queen Anne Terrace car park. Motorists have stayed away since fees were increased, leaving two-thirds of the spaces empty during peak periods. Now, just months after making it one of the most expensive car parks in Cambridge, it could become one of the cheapest. The present 40p one-hour parking will be extended to one-and-a-

half hours for 50p, allowing shoppers extra time to walk into the city centre. But the maximum charge of £10 for more than five hours will remain 89 09 25

1989 10 01

The controversial Cambridge park and ride scheme has started with a whimper. At peak commuter time there were 17 cars at the 400-space Cowley Road and even fewer at the 150-space car park on Clifton Road. Users were enthusiastic: Sophy Moxley of Willingham, a sales assistant, said "It will save me money because it only costs 50p which is cheaper than parking in the city centre though Steve Field from Stretham says it is inconvenient as you don't have access to our car during the day. Councillor Andrew Duff said the area around Castle Hill, where residents-only zones have been introduced, was 'almost pastoral' though Canterbury and Benson Street were packed with cars. 89 10 01

1989 10 03

A light railway system running in a tunnel under Midsummer Common is the latest official suggestion to help solve traffic problems in the centre of Cambridge. It would be an alternative to a line running down a widened section of Newmarket Road. The underground railway would link with a number of other lines from surrounding villages as far out as Fenstanton and terminate at a station in Malcolm Street. The County Council will invest £60,000 to see if a car park under Midsummer Common is feasible and another £150,000 in a feasibility study for a 60-mph light rail system. 89 10 03a

1989 10 09

Cowley Road park and ride site taken over by auction – 89 10 09

1989 11 22

Queen Anne car park fees cut - often two-thirds empty ¢CEN 22.11.89

1989 11 28

The new South East Cycleway from Market Square to Cherry Hinton follows quiet back roads, avoiding the nightmarish Mill Road which can reduce cyclists to a nervous wreck. It includes a new £2million bridge across the railway near Cambridge station. This is a striking structure with a triangular tower from which cables support a cycle and walkway fully protected from the elements by a transparent polycarbonate tube. It is thought to be the longest bridge of its type in Western Europe. 89 11 28a, 29

1989 12 21

Cambridge's new £200,000 car space scheme with signs around the city linked to the county council's traffic computer which monitors the five main car parks, hits teething troubles leaving shoppers driving round trying to find a parking space. Cambridge's Park and Ride scheme is failing to attract its major target – the city's commuters. Yesterday morning there were only 15 cars parked at Cowley Road while queues of vehicles drove bumper-to-bumper down Milton Road. But it is drawing off-peak shoppers and tourists. The County say it is too soon to draw conclusions. A similar scheme in Oxford had taken a long time to become established. 89 12 21, 89 12 21a

1990 03 01

Super high speed bus lanes are to be built alongside roads in a bid to ease Cambridge's traffic chaos. Experts hope this will give a boost to the flagging park-and-ride scheme. Buses would be equipped with a special electronic 'eye' to change traffic lights in their favour. The first would run from Cowley Road to the city centre and later most main roads would incorporate them. At present buses are held up in traffic jams and passengers take just as long as they would have done in their cars. On some peak time journeys buses have only five passengers but large numbers of shoppers have been using them– 90 03 01

1990 03 16

Cambridge's pioneering £2.6 million cycleway scheme is helping to cut the death toll on the city's roads with over 2,000 people a day using the route. Supporters say the South East Cycle Route from Cherry Hinton to the city centre is also being used by pedestrians. The giant £1.7 cycle bridge was opened by the Minister for Roads in November and is fitted with security cameras. Some people dismissed it as a hare-brained idea at first but it is worth the time and effort, says Tony Carter, after whom the bridge has been named. – 90 03 16

1990 05 16

Traffic plan approved, includes car park under Midsummer Common, new bridge over Cam and road across Ditton Meadows; light railway system, pedestrianisation, tow-away, roads and cycleways – 90 05 16a

1990 07 27

Victoria Bridge refurbishment plan – 90 07 27a

1990 08 10

Lion Yard car park underground extension opened – 90 08 10a; brings relief 90 08 17a

1990 08 18

Victoria Bridge restoration to start – 90 08 18a

1990 09 14

Victoria Bridge girders revealed during rebuilding – 90 09 14a

